

(ESTABLISHED 1881.)

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SINGLE COPY 10 CENTS**

Shipping—Steamers

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND
THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE

HONGKONG to	CANTON to	HONGKONG to	CANTON to
1	2	3	4

CANTON		HONGKONG		CANTON		HONGKONG	
MONDAY, 24th October.				THURSDAY, 27th October.			
8.00 A.M. HEUNGSHAN	8.00 A.M. HONAM	8.00 A.M. HEUNGSHAN	8.00 A.M. HONAM	8.00 A.M. HEUNGSHAN	8.00 A.M. HONAM	8.00 A.M. HEUNGSHAN	8.00 A.M. HONAM
10.00 P.M. KINSHAN	5.15 P.M. FATHEAN	10.00 P.M. KINSHAN	5.15 P.M. FATHEAN	10.00 P.M. KINSHAN	5.15 P.M. KINSHAN	10.00 P.M. KINSHAN	5.15 P.M. FATHEAN
TUESDAY, 25th October.				FRIDAY, 28th October.			
8.00 A.M. HONAM	8.00 A.M. HEUNGSHAN	8.00 A.M. HEUNGSHAN	8.00 A.M. HONAM	8.00 A.M. HEUNGSHAN	8.00 A.M. HONAM	8.00 A.M. HEUNGSHAN	8.00 A.M. HONAM
10.00 P.M. FATHEAN	5.15 P.M. KINSHAN	10.00 P.M. FATHEAN	5.15 P.M. KINSHAN	10.00 P.M. KINSHAN	5.15 P.M. FATHEAN	10.00 P.M. KINSHAN	5.15 P.M. FATHEAN
WEDNESDAY, 26th October.				SATURDAY, 29th October.			
8.00 A.M. HEUNGSHAN	8.00 A.M. HONAM	8.00 A.M. HEUNGSHAN	8.00 A.M. HONAM	8.00 A.M. HEUNGSHAN	8.00 A.M. HONAM	8.00 A.M. HEUNGSHAN	8.00 A.M. HONAM
10.00 P.M. KINSHAN	5.15 P.M. FATHEAN	10.00 P.M. KINSHAN	5.15 P.M. FATHEAN	10.00 P.M. KINSHAN	5.15 P.M. KINSHAN	10.00 P.M. KINSHAN	5.15 P.M. FATHEAN
				SUNDAY, 30th October.			
				10.00 P.M. FATHEAN			

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin Accommodation. Lighted throughout by electricity. Electric Fan in each Cabin.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO. LTD.

HONGKONG-MACAO LINE.

Departures from Hongkong to Macao on week days at 8 A.M. and at 2 P.M. (from the Company's Wing Lok Street Wharf).

EXCURSIONS TO MACAO

On SUNDAY, the 30TH OCTOBER, 1910.

The Company's Steamship "HEUNGSHAN."

will depart from the CANTON STEAMERS WHARF at 9 A.M.
and return from Macao at 5 P.M.

1st Class Return \$4, Single \$2.00. 2nd Class Return \$1.50, Single 75 cts.
N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 A.M.
and from Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf.

Departure from Hongkong 10 A.M. from the COMPANY'S WING LOK STREET WHARF
Departure from Macao at 4 P.M.
N.B.—Taking only 2nd, 3rd and Deck Passengers. No First Class Passengers.

Further Particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOI SANG," 457 Tons
 Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.
 Departures from CANTON to MACAO on Tuesday, Thursday, and Saturday, at 5 P.M.

JOINT SERVICE OF
HONGKONG, CANTON AND MAFAO STEAMSHIP CO., LTD.,
THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION

BANTON-WUBROW LINE.
S.S. "SAINAM," 388 Tons, and "NANNING," 369 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or Yica Yerna by the Compaas direct steamers "Lintan" and "Santol." These vessels have Superior Cabin Accommodations.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.

HOTEL MANSIONS, (FIRST FLOOR),
opposite the Blake Pier. -[3

Hotels.

HONGKONG HOTEL

FIRST CLASS AND UP-TO-DATE,
A. F. DAVIES,
General Agent.

ASTOR HOUSE

(LATE CONNAUGHT HOTEL)
QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel. Recently renovated, and under entire
New Management. Large and Comfortable Rooms. Excellent Cuisine and

the supervision of an Experienced FRENCH CHEF, and separate Tables, Hot and Cold Baths, Electric Light throughout. Terms moderate, First Class accommodation.

Under Personal Supervision of L. GAMEAU, N. BEUMENTHAL,

Telephone, 130. Proprietor, Manager.
Telephone "Astor."

THE
"DEMINGTON"



REMINCTON

EXPERIENCE

TYPEWRITER

cheapest in the long run, as is proved by the fact that the number of Remingtons sold annually is vastly greater than that of any other make.

It has always been and is to-day the recognized leader among writing machines. It does the best work and keeps doing it for the longest time.

CAUTION—Beware of skillfully renovated old Remingtons, sometimes put up in original packing, which are on the market just now. They are offered at low prices and apparently new, but in reality quite worn out and valueless.

SIEMENS & CO
(Machinery Dept.)



100

Mails.

NORDDEUTSCHER LLOYD. THE YOKOHAMA DOCK CO., LTD.

BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR STEAMERS TO SAIL ON

NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG "YORCK" (T. 17,000) WEDNESDAY, 2nd November.

SHANGHAI, NAGASAKI, KOBE "LUTZOW" (T. 17,500) About 1st Nov. Wilhelm.

MANILA, YAP, MARONN, NEW-GUINEA, BRISBANE, SYDNEY and MELBOURNE "PRINCE WALDEMAR" SATURDAY, 5th Nov., Daylight. Capt. F. Lenz (T. 6,000).

YOKOHAMA and KOBE "PRINCE SIEGMUND" About TUESDAY, 5th November. (T. 4,000).

All the steamers of the European Line are fitted with Wireless Telegraphy New System of Telefunken.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELBORNE 2300.

GENERAL AGENTS, HONGKONG.

Hongkong, 21st October, 1910.

Intimations.

LIFE WITHOUT HEALTH IS LIVING DEATH. VETARZO BRAIN AND NERVE FOOD

This remarkable compound, the latest discovery of modern times, is without equal in all cases of defective nerve and brain power, whether induced by worry, overwork, dissipation, or other influences. Sleeplessness, palpitation, defective circulation, nervous dyspepsia, or neuritis, low spirits, mental and bodily prostration, want of confidence, general debility, premature decay or deficiency of the vital forces, loss of vitality, harassing dreams, restlessness that can settle to nothing, irritability of temper, female complaints, hysteria, backache, bearing down sensations, wasting diseases, consumption, night sweats, muddy, high-colored water, &c., are all so many different phases of brain and nerve weakness and exhaustion, the cause of by far the greater portion of the misery, ill-health, and dependency by which we are confronted on every hand, that can only be successfully combated by the use of this wonderful and highly scientific preparation. Bringing up the system generally, it gives tone to the exhausted nerve, arrests all weakening wasting discharges, restores the failing energy, and imparts new life and vigour to those who had so recently seemed played out, used up and valueless. Bottles Price 2s. 6d.

WITHOUT PURE BLOOD HEALTH IS IMPOSSIBLE.

VETARZO BLOOD MEDICINE

Never before was there anything like it, nor can its marvelous properties ever be equalled in all cases of poor blood, impurity or other imperfection of the blood from whatever cause arising. No sooner is it introduced into the system than it permeates and penetrates to the minutest capillary, overcirculating and expelling disease wherever and in whatever form it may be lurking. It cleanses the blood, purifies the system, and restores the blood to its normal condition, removing all impurities, pimples, eruptions, scrofulous and glandular swellings, discolorations, roughness and unwholesome patches, &c. Its effects are almost magical in the treatment of gout, rheumatism, sciatica, lumbago, pains and swellings of the joints, discharges, blood poison, eczema, leprosy, scrofula, bad legs, and venereal diseases, ulcers, wounds, sores, gonorrhea or venereal taint, it improves the general health, and quickly removes long-standing bronchitis, asthma, and hacking, straining, spasmodic cough, too often the precursor of consumption. Bottles Price 2s. 6d.

Send stamped addressed envelope for free booklet, or P.O. 2/6 for trial bottle of either remedy, to THE VETARZO REMEDIES CO., GOSPEL OAK, LONDON. Unprincipled Vendors may try to sell you something else for extra profit, but do not accept it, but insist on having VETARZO. The genuine has the words "VETARZO REMEDIES" on Government Stamp.

VETARZO REMEDIES ARE SOLD BY BOOTHS, CASH CHEMISTS.

KWONG FUNG YUEN,
HEAD OFFICE—No. 8, Des Voeux Road West.
TIMBER YARDS—Kennedy Town.

TIMBER MERCHANTS,
SAW MILL OWNERS,
AND
GENERAL CONTRACTORS
TO
H.B.M. Naval and Military
Authorities.

HAVE always on hand large stock of
American Fir, Douglas Fir, Oregon
Pine, Teak, Yucca, Hardwoods, Oregon Spar,
Chinese Spar, Chinese Pine of all descriptions.
Inspection invited to the Yards.
Best Terms.
Quick delivery.

LEUNG TAI,
Managing Director.
Hongkong, 19th January, 1910.

F. BLACKHEAD & Co.,
SHIP-CHANDLERS, SAILMAKERS
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS.
GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG.
SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR
HARTMAN'S HARTMAN'S GENUINE
EMULSION OF PURE FISH
LIQUOR, HARTMAN'S GREY PAINT
DAIMLER'S PATENT MOTOR
LAUNCHES.
No. 1, 2, 3.

Sole Agents for
FARGUSON'S SPECIAL CREAM
and
F. & O. SPECIAL LIQUOR SMOOTH
WHISKY, &c.

ALWAYS IN STOCK
AT
REMARKABLE PRICES.
EVERY KIND OF
SHIPS STORES AND REQUISITES
Supplied to the Navy.

OSMAN & CASUM,

1 & 3, D'AGUILAR STREET.

JUST UNPAKED

Ladies' Trimmed and Untrimmed

HATS, RIBBONS, FLOWERS

& FEATHERS.

MUSLIN and FIGURED VOILES.

LACE and EMBROIDERIES a specialty.

TABLE LINENS, SERVIETTES and

HOUSEHOLD LINENS.

Samples on application.

Coast Port Orders carefully

executed

Hongkong, 6th September, 1910.

AN APPEAL.

THE SUPERIORITY of the ITALIAN
CONVENT, GAIN ROAD, begs most
respectfully to APPEAL to the Residents of
Hongkong and the Coast Ports for their kind
patronage and support, and desires to state
that she will be pleased to receive orders for
all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Oxfords
and Collars removed on old ones.

Ladies and Children's Under-clothing, Children's
Dresses and all kinds of Tailor-made
Materials can be supplied, if required.

The Residents will also be interested to know
that any FARM, or old EMPLOYERS to be made,
into a new one for the Children of the Poor School,
will be given by the School.

Hongkong and April, 1910.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

Telegraphic Address:—"DOCK," Yokohama.

Codes used:—A.B.C. 4th, 6th Edition, Lieber's, Scott's, A.I., and
Watkin's.

DRY DOCK DEPARTMENT:—Telephones: Nos. 370, 506, or 681.

No. 1 DOCK. No. 2 DOCK. No. 3 DOCK.

Docking Length 515 ft. Docking Length 375 ft. Docking Length 481 ft.
Width of Entrance 80 ft. Width of Entrance 50 ft. Width of Entrance 65 ft.
Water on Blocks 28 ft. Water on Blocks 25 ft. Water on Blocks 21 ft.

Mooring basin 600 feet x 100 feet x 25 feet deep.

EVERY description of repair work is undertaken. A large assortment of material including
tail shafts are kept in stock. Two powerful tow boats, sailing derrick to lift 45 tons,
pneumatic, electric, hydraulic plants, etc. Manufacturers of engines, boilers, tanks, lighters
constructional steel work, etc. Tenders on short notice by letter or cable.

WAREHOUSE DEPARTMENT:—

Telephones: Midoricho Office 533, or 575; Customs Branch Office 1532, Takashimacho
Office 294, or 203, Inafancho Office 2251.

100 buildings, principally of brick and steel, 358 entrances. 13 buildings are private
boarded warehouses. Floor area 75,541 square yards or 15.15 acres. Direct water frontage of
2.6 miles in length, part having a depth of 25 feet at low water, suitable for steamers
discharging direct into warehouses. Railway siding with direct connection to the Government
railways. Use of 45 ton derrick, tugs, lanchons, etc. Out-house brokerage and insurance
undertaken. Rates moderate.

Yokohama, October 18th, 1910.



FREE TRIAL.

TRY THE

ROYAL STANDARD

TYPEWRITER

(VISIBLE)

Cost \$165 Little, Last Long. Will

Always Give Satisfaction.

PHONE No. 482 and the machine

will be at your office for free trial

Repair to any Make of

TYPEWRITERS,

GRAMAPHONES,

AND

SEWING MACHINES.

A Specialty. Satisfaction Guaranteed.

MOTOR CARS, BICYCLES and

TYPEWRITERS

FOR HIRE.

DRAGON CYCLE

DEPOT

61, DES VOEUX ROAD.

GREEN ISLAND CEMENT COMPANY

LIMITED.

PORTLAND CEMENT.

In Casks of 875 lbs. net.

In Bags of 250 lbs. net.

SHEWAN TOMES & CO.

General Managers

Hongkong, 12th April, 1910.

LEE YEE

HAIR DRESSING SALOON.

HAS ALWAYS ON HAND

CIGARS, CIGARETTES

AND

TOILET REQUISITES

FOR SALE

15, D'AGUILAR STREET,

HONGKONG.

Established 1st September, 1906.

To Let.

TO LET.

21, CONDUIT RD., CLIFTON GARDENS.

1 & 2, BOWEN ROAD, lately occupied as

Artillery Officer's Quarters. Suitable for

Boarding House.

GODOWNS, 151 to 155, PRAYA EAST.

OFFICES, No. 2, CONNAUGHT ROAD,

3rd Floor.

A HOUSE in WONG-NEI-CHONG ROAD.

OFFICES in YORK BUILDING.

No. 10, DES VOEUX ROAD CENTRAL,

1st Floor.

SEMI-EUROPEAN FLATS, Praya East

corner of Observation Place. The

Trams stop at the door.

Also NEW EUROPEAN FLATS ad-

joining the new Seaman's Institute,

Praya East.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD.

Telephone, 5th September, 1910.

TO LET.

IN No. 5, QUEEN'S ROAD CENTRAL,

Victoria Building, Rooms suitable for

Office.

ONE GODOWN in MASON'S LANE.

Apply to—

DAVID SANBORN & Co., LD.

Hongkong, 4th April, 1910.

TO LET.

GODOWN No. 54, DUNDRELL STREET.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD.

Telephone, 12th April, 1910.

Dentistry.

Dr. M. H. CHAU,

DENTAL SURGEON,

25, QUEEN'S ROAD CENTRAL, 1ST FLOOR.

Rooms 1 and 2.

From the University of Pennsylvania, U.S.A.

Telephone 125.

Hongkong, 27th January, 1910.

TWIN TIG.

LATEST METHODS OF DENTISTRY

STUDIO AT NO. 14, D'AGUILAR STREET

REASONABLE FEES

CASH PAYMENT

Established 1st September, 1906.

THE CHINESE EMPIRE.

RE-EMBODIMENT OF A SAINT.

From time to time most curious Imperial
Edicts are promulgated in the official Govern-
ment organ, the "Peking Gazette." Of course
all things are possible with the rules of the
Celestial Empire, the Son of Heaven, and none
except "barbarians" like myself was surprised
to read recently that the Prince Regent, in the
name of the four-year-old Emperor, had
decreed that a certain Buddhist, one of the
high ecclesiastics of Tibet, described more
than two years ago, should now be re-embodied.
This was the decree:

"We have received a memorial from the
Imperial Resident in Tibet, Tien Yu, stating
that in the twenty-fifth year of K'angsi the
deposed Dalai Lama recommended in a dispatch
that the saint of Tsimu A-Wang-Ta-Pu-Chang
Cheng-Li-Yao Obleh, who engaged Lama
Chao-Tai-Kang-Pa to make an attempt on his
(the Dalai Lama's) life by sorcery, be dispossessed
of his titles of Saint and Chien Shan Buddha.
But according to the joint petition (received
later) from the Lamas of other temples, it ap-
pears that the said saint, who was free from
bad conduct, was falsely accused, and grace
was asked on his behalf.

SYMPATHY WITH THE DEAD.

"As the circumstances of this case have been
thoroughly investigated by Lien Gu, we sym-
patize with the Saint of Tsimu for having been
accused without foundation, and it is hereby
commanded that his titles of Shan Buddha and
Saint of Tsimu be restored to him, and that he
be entitled to re-embodiment.

"The property and estate in the temple are
to be returned to him after an inventory has
been taken by the Treasury Department, so as
to do him justice and to protect the Yellow
(Buddhist) Church.

"The proper Board shall take note of this."
There was evidently more to this weird affair
than the Edict divulged; and I inquired, there-
fore, of some Chinese friends who know the
meanings of things in their peculiar country,
and also some Europeans wise in the ways of
the Chinese Government.

It seems that the Saint of Tsimu was one of
those higher dignitaries of the Lama faith who
are entitled, like the Dalai and Panchen Lamas,
to successive re-embodiments. No sooner does
his soul depart one human form than it enters
another. Hence the curious wording of the
Edict, which gave no hint of the pressure put
upon the hui-ketse's soul to depart from the
last body it had had the temerity to occupy.

SAINTS-ELVES.

Now, the ex-Dalai-Lama, the temporal as
distinct from the religious head of the Tibetan
faith, was evidently much of a rogue, and de-
served to be driven out of the country by the
Chinese troops. For he caused this unfor-
tunate hui-ketse of many names to lose his
head for no other reason than his failure to fall
in with the Dalai's suggestion of sharing his
spoils. For the hui-ketse was very rich, ac-
cording to my Chinese friends.

It is, of course, comprehensible to a Western
intellect how a soul can be set free, but to
re-embodiment one in a mortal coil requires some
little elucidation.

For some centuries, and until comparatively
recent times, the relatives and persons surround-
ing each successive Tibetan Pontiff contrived by
more or less open acts of fraud to indicate
after his decease the individual whom he suited
them to select as the new incarnation.

It was in order to obviate proceedings of this
kind, which had more than once brought for-
ward persons distasteful and dangerous to the
suzerain power, that the Emperor Kien Lung
ordained, in 1790, that the succession, both to
the august office of Dalai Lama and also that
to other spiritual dignities, should be deter-
mined in the following manner.

THE LAMA LOTTERY.

At the decease of each Dalai Lama—when,
like all members of the class endowed with the
privilege of successive birth, he is said to have
"entered upon the perfection of repose"—
inquiries are made by the priesthood with refer-
ence to miraculous signs which may have been
observed in attendance upon the birth of child-
ren at about the period of the Lama's death.

Particulars of the required kind are always
procured, and these are transmitted in proper
form to the Chinese authorities at Lhasa. After
reports have been made to "Peking, a certain num-
ber of infants are brought with their parents to
the Tibetan capital, where, on an appointed day,
their names are inscribed on slips of wood,
which, after being carefully sealed, are de-
posited in a golden jar prescribed by the Em-
peror Kien Lung.

The names drawn forth from the jar is hailed
amid universal rejoicing as that of the new in-
carnation, and the Dalai Lama is declared to
have "come forth in re-embodiment." After a
short period the newly acclaimed Pontiff, at
the age of perhaps two or three years, is solemnly
enthroned and during his long reign
suffering minority he remains as a matter of
course a puppet in the hands of the Chinese
Imperial Resident.

VERY REASONABLE.

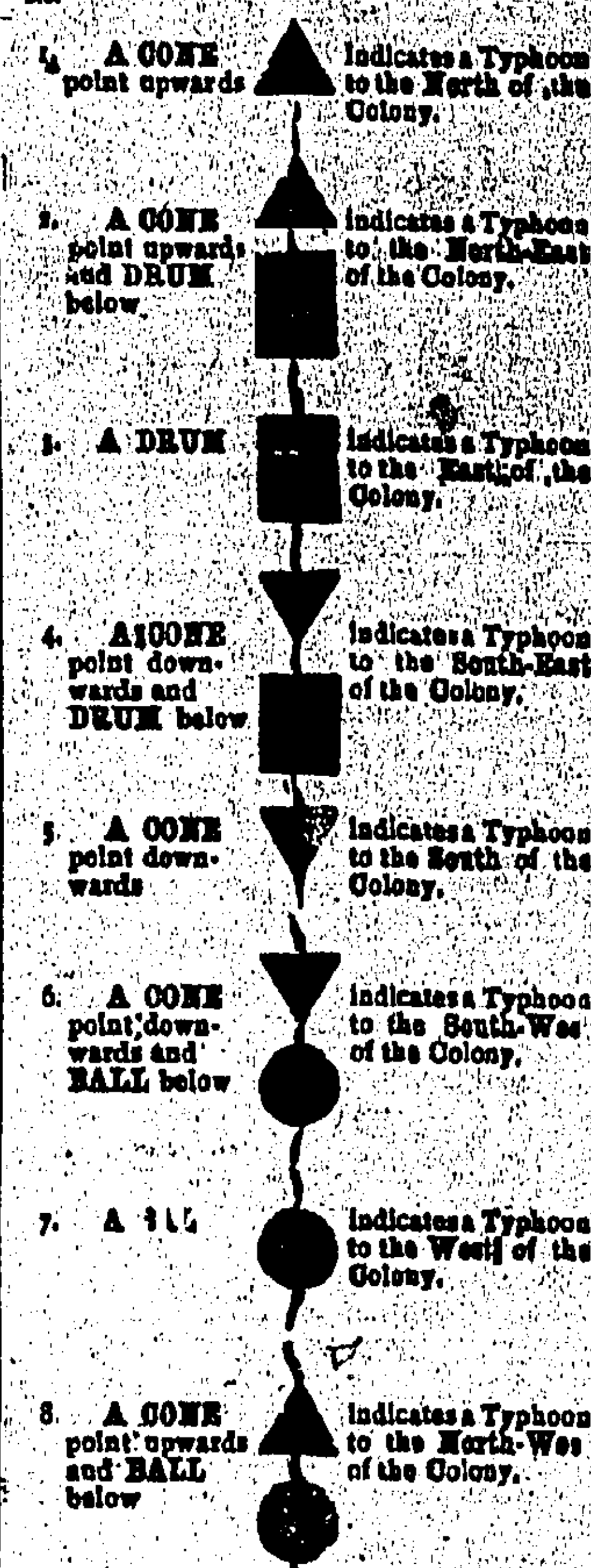
In this same way the lesser ecclesiastical
dignitary, the hui-ketse, will be called back to
life to receive again his titles and his rich
estate.

Being puzzled about the ex-Dalai-Lama, I
inquired of my friends whether he would be
deprived of his spirit, and left to walk about the
earth a soulless body. For such, it seemed to me,
would be his plight if the Emperor of China, or
rather the Regent who acts in the name of the
Emperor's name, should issue an edict placing the
Lama's soul elsewhere. But I found that the
Chinese and the Buddhist Tibetans seemed to
be reasonable in this matter. They say that
since the ex-Dalai-Lama was not a good man,
he could not have been the true incarnation,
and it is the intention to select the new
Pontiff in due time. It is not an infant of this age,
but a grown man of the same age as the deposed
Dalai into whom the soul of the deceased
Lama is to be re-embodied.

WEATHER-FORCAST AND
STORM-WARNINGS ISSUED
FROM THE HONGKONG
OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the
mast in front of the Water Police Station at
Tsim Sha Tsui for the information of masters
of vessels leaving the port. They do not
necessarily imply that bad weather is expected
here:—



Red Signals indicate that the centre is
believed to be more than 100 miles away from
the Colony.

Black Signals indicate that the centre is
believed to be less than 100 miles away from
the Colony.

The above signals will, as heretofore, be
hoisted only when typhoons exist in such
positions or are moving in such directions that
information regarding them is considered to
be of importance to the Colony or to shipping
serving the harbour.

These signals are repeated at the Harbour
Office, H.M.S. Tamar, Green Island Signal
Mast, and the Flagstaff on the premises of the
Hongkong and Kowloon Wharf and Godown
Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected
that the wind may increase to full typhoon
force at any moment, the following Urgent
Signal will be made at the Water Police
Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS, AT INTERVALS
OF TEN SECONDS.

A Black Cross will be hoisted at the same
time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhib-
ited from the Flagstaff on the roof of the Water
Police Station at Kowloon, the Harbour Office
Flagstaff, and H.M.S. Tamar:

I. Three Lights Vertical, Green Green Green,
indicates that a typhoon is believed to be
situated more than 100 miles from the Colony.

II. Three Lights Vertical, Green Red Green,
indicates that a typhoon is believed to be
situated less than 100 miles from the Colony.

III. Three Lights, a Red, a Green and a
Black, indicates that the wind may be expected to
increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the
Explosive Bombs, as above, in the event of the
information conveyed by this signal being not
published by night.

These Night Signals will be substituted for the
Day Signals at sunset, and will, when
necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Masters of Craft and passing
Ocean Vessels, a Cone will be hoisted at
each of the following stations during the time
that any of the above Day Signals are hoisted
in the Harbour:

Gap Rock. Aberdeen.
Wan Kow. Kowloon.
Wan Kow. Kowloon.
Wan Kow. Kowloon.

Intimations.

Wm. Powell, Ltd.,

CENTS' OUTFITTERS

SPECIALISTS

IN

EVENING

WEAR

COURT

SHOES,

OXFORD

SHOES,

DRESS

SHOES,

PATENT

BOOTS

IN

SMART

SHAPES

Soft and Stiff

Dress Shirts

DRESS GLOVES,

DRESS TIES,

DRESS SOCKS,

ETC., ETC., ETC.

Wm. Powell, Ltd.,

LTD.

28, Queen's Road.

(Opposite Clock Tower)

Intimations.

HONGKONG.

THE TRADE MARKS ORDINANCE, 1907.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE is hereby given that the **BRITISH CIGARETTE COMPANY, LIMITED**, (a Company registered under the Laws of Hongkong), of No. 18 Bank Buildings, Hongkong, and No. 22 Museum Road, Shanghai, China, Tobacco Manufacturers, have, on the 9th day of July, 1910, applied for the Registration, in Hongkong, in the Register of Trade Marks, of the following Trade Mark:—

The Trade Mark consists of a water design out of which protrude four mounds covered with a net-work, the net-work being apparently held down by stakes or poles of peculiar shape. In the background of the label are depicted a number of birds flying, and also the name of the brand in Chinese characters 千鳥 and Japanese characters 千鳥 and the name of the Company in Chinese 英國卷煙株式會社製.

In the name of the **BRITISH CIGARETTE COMPANY, LIMITED**, (a Company registered under the Laws of Hongkong), of No. 18 Bank Buildings, Hongkong, and No. 22 Museum Road, Shanghai, China, Tobacco Manufacturers, who claim to be the sole proprietors thereof.

The Trade Mark is intended to be used by the Applicants forthwith in respect of the following goods:—**MANUFACTURED TOBACCO** in Class 45.

A facsimile of the Trade Mark can be seen at the Office of the Registrar of Trade Marks, Hongkong.

Dated the 9th day of July, 1910.

BRITISH CIGARETTE COMPANY, LIMITED,
R. G. GREGORY,
Director.

[560]

HONGKONG.

TRADE MARKS ORDINANCE, 1907.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE is hereby given that the **BRITISH CIGARETTE COMPANY, LIMITED**, (a Company registered under the Laws of Hongkong), of No. 18 Bank Buildings, Hongkong, and No. 22 Museum Road, Shanghai, China, Tobacco Manufacturers, have, on the 9th day of July, 1910, applied for the Registration, in Hongkong, in the Register of Trade Marks, of the following Trade Mark:—

The Trade Mark consists of a large panel showing a square wooden bucket on the left side, immediately above which is shown a Convolvulus flower in full blossom. At the foot of the bucket, a bud and two leaves of the same flower are depicted, and to the right of the bucket, nearly in the centre of this large panel, is seen one Convolvulus in full blossom and one bud with three leaves growing from the vine which runs to the top of the panel. At the foot of the large panel, a narrow band is shown in a circle, the circles being joined together by a scroll work of peculiar design.

The name of the brand in Chinese characters 朝顏 and Japanese characters 朝顔 is shown in the body of the large panel. On the bucket is the name of the Company in Chinese characters 英國卷煙株式會社製.

In the name of the **BRITISH CIGARETTE COMPANY, LIMITED**, (a Company registered under the Laws of Hongkong), of No. 18 Bank Buildings, Hongkong, and No. 22 Museum Road, Shanghai, China, Tobacco Manufacturers, who claim to be the sole proprietors thereof.

The Trade Mark is intended to be used by the Applicants forthwith in respect of the following goods:—**MANUFACTURED TOBACCO**, in Class 45.

A facsimile of the Trade Mark can be seen at the Office of the Registrar of Trade Marks, Hongkong.

Dated the 9th day of July, 1910.

BRITISH CIGARETTE COMPANY, LIMITED,
R. G. GREGORY,
Director.

[561]

HONGKONG.

TRADE MARKS ORDINANCE, 1907.

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The Trade Mark consists of a panel showing two pyramids at the top, and at the top is seen an imitation clock effect. On the left hand of the panel a bird is shown in the act of flying to the ground. Over the whole panel a lattice-work is drawn, which are attached a number of flowers blossoms.

On the left side of the panel, the name of the Company in Chinese characters 英國卷煙株式會社製 and in the centre and right side, the name of the brand in Chinese 朝顏 and Japanese characters 朝顔 respectively is depicted.

In the name of the **BRITISH CIGARETTE COMPANY, LIMITED**, (a Company registered under the Laws of Hongkong), of No. 18 Bank Buildings, Hongkong, and No. 22 Museum Road, Shanghai, China, Tobacco Manufacturers, who claim to be the sole proprietors thereof.

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R. G. GREGORY,
Director.

[562]

VISCONTI TERAUCHI ON CHOSEN.

PRESENT CONDITIONS AND FUTURE PROSPECTS.

Viscount Terauchi passed through Kobe on his way from Shimonoseki to Tokyo early this morning. While at Shimonoseki His Excellency was interviewed by a representative of the Jiji to whom (according to the Japan Herald's translation) he stated as follows:—

"Chosen remains in a very pacific state at the annexation, and what has impressed me most as a result of the incorporation is the remarkable docility with which the Korean people have submitted to the amalgamation. The report that some newly created Chosen peers are entertaining discontent is unfounded, with the exception of those who, although rejoicing in their hearts, pretend to be indifferent to the honours conferred upon them. Among the new peers there is now a proposal of appointing fifty delegates to be despatched to Japan to express their sense of gratitude to the Throne. This party comprises many Korean ladies who have never before emerged from the seclusion and it will leave Chosen probably on the 25th of this month. Prince and Princess Ye have expressed their desire on several occasions to visit Tokyo, but owing to the absence of proper opportunities their wishes have not been carried out.

Regarding the distribution of the pension bonds to the amount of ¥50,000,000, the sum of ¥17,000,000 will be given to the Yangban, and to the people through the district authorities with a view to encouraging the development of industry. The methods of making appropriations is to be left to the discretion of various local authorities. Each district will have about ¥50,000 allotted to it. The Government will take charge of these bonds, distributing only annual interest. The remaining sum of ¥3,000,000 has been given to the family of Prince Ye and newly-created peers.

"Concerning the development of the country the terms of the railway construction scheme will be shortened so as to facilitate traffic and bring into closer touch the economic relations of various provinces. Immigration is to be entrusted to the Takushoku Kaisha. No radical change or extensive enterprise are contemplated. Regarding the suppression of newspapers, it is a natural outcome of the circumstances; in other words it is a punishment brought upon them by their own actions."

The Viscount is due at Shimonoseki at 11.30 to-morrow morning. According to vernacular papers an Imperial Chamberlain will be sent to the station to welcome him. By special permission a guard of honour will surround his carriage during his journey to the Imperial Palace from the Station. After an audience with the Emperor Viscount Terauchi will lunch with His Majesty. Marquis Katsura, the Premier, Marquis Yamagata, and Baron Watanabe, Minister of the Household, are expected to be present also.

BENEFICENT MICROBES.

Four hundred million microbes are being carefully stored and guarded in the laboratory at St. Bartholomew's Hospital until they can be used as a cure for one of the patient, says the "Daily Mail."

The patient is suffering from a chronic empyema, an inflammation of the coverings of the lungs, which has resulted in the formation of abscesses somewhere between the lungs and the enclosing ribs. The disease first appeared seven years ago and was apparently cured by an operation. Since then, however, three fresh outbreaks have occurred in the same region showing that the causative germs have never been thoroughly driven out of the system.

The microbes under cultivation are the direct descendants of germs collected from the lung secretions. The part they will play in effecting a permanent cure of the patient was explained by one of the bacteriologists at the laboratory recently.

"We found that three micro-organisms scientifically known as (1) streptococci, (2) streptococci, and (3) pneumococci were present in about equal quantities in the discharge from the lungs. These germs were therefore cultivated and when we have grown the three kinds to practically the same, microbe-strength the microbes will be killed by heating the solutions, and a dose of dead-microbes, ten million of each variety, will be injected into the tissues under the skin of the patient's arm. These dead microbes in the patient's body will lead to the formation of substances which will attack and kill the three varieties of live microbes causing the trouble in the lung."

At intervals larger doses will be given until finally one hundred million germs can be injected at one time. This maximum dose, it is expected, will complete the root of the destructive microbes in the patient's lungs and render the cure permanent.

THE TOTAL CRUISER.

BRITISH WARSHIP WITHOUT A GUN TUB.

The cruiser *Rainbow*, which left Portsmouth last month for Halifax, Nova Scotia, is the first British warship for many years to leave a home port without a gun tub on board. Practically her crew are footloose, and no gun tub is to be issued. This departure from established routine is explained by the fact that the *Rainbow* has been lent by the Admiralty to the Canadian Government for service in connection with the Dominion's new Navy. The crew are for the most part specially enlisted men, with about eight petty officers of the Imperial Navy, who are going out as instructors. Consequently the ship's company get Ouseley Navy pay and ration, which are much better than the Home Navy's, in spite of the absence of gun-tubs. The messing arrangements for the crew are admirable. The Paymaster supervises them, and he is allowed an average of about one shilling and sixpence per day per man for luxuries over and above the strict Service ration. As a result the Canadian bluejackets fare sumptuously every day.

The *Rainbow* was inspected by Rear-Admiral G. E. King, Canada's First Naval Lord, and the officer and men later parted from him to their friends. Lord Strathcona, the Canadian Ambassador in London, is making a presentation of a letter to the British Commander and officers.

Entertainments.

RETURN ENGAGEMENT

OF

THE GREAT

NICOLA

The Mystifier.

TWO DAYS ONLY.

Friday, Oct. 28th,

AND

Saturday, Oct. 29th.

Those not having had the pleasure of witnessing the Wonder of the Age will have the LAST OPPORTUNITY on Friday and Saturday.

ENTIRE CHANGE

OF PROGRAMME.

Tickets at ROBINSON PIANO COMPANY.

Matinee: Saturday.

Hongkong, 22nd October, 1910. [655]

MINISTERING CHILDREN'S

LEAGUE.

UNDER THE PATRONAGE OF HIS EXCELLENCY THE GOVERNOR.

A BAZAAR AND FANCY FETE will be held in the VOLUNTEER PARADE GROUND (by kind permission of the Commandant and Officers, Hongkong Volunteers),

on SATURDAY,

October 29th, from 2.30 to 6.30 P.M.

A.M. Children's Play.

Proceeds to be divided amongst various local charities for children, and the Hongkong Cot in the M. C. L. Home at Otterclaw, Surrey.

If wet, the Bazaar will be held in the Volunteer Drill Hall.

NO CHITS TAKEN.

Hongkong, 21st October, 1910. [661]

Entertainments.

HUNG ON & CO.

SHOW ROOM AND STORE

at the Premises formerly occupied by A. CHER & CO.,

174, QUEEN'S ROAD CENTRAL.

GENERAL UPHOLSTERERS AND

FURNITURE

IMPORTERS AND DEALERS.

CROCKERY, Cutlery, Electro and Silver

Plated, Glass and Iron Wares of all descriptions, always on hand, for sale or on hire at moderate rates.

Hongkong, 1st June, 1910. [413]

THERAPION MAY NOW ALSO BE OBTAINED

DRAGS (TASTELESS) FORM.

THE NEW FRENCH REMEDY

TRADE THERAPION MARK.

This successful and highly popular remedy, used in the treatment of all diseases of the blood, is now available in a tasteless form, and is suitable for all ages.

THERAPION No. 1

is a powerful purifier of the blood, and is suitable for all ages.

THERAPION No. 2

is a powerful purifier of the blood, and is suitable for all ages.

THERAPION No. 3

is a powerful purifier of the blood, and is suitable for all ages.

THERAPION

is a powerful purifier of the blood, and is suitable for all ages.

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HONGKONG AVERAGE MARKET

PRICES.

Corrected 20th Oct., 1910, 100 cts. per 5 Mds.

BUTCHER MEAT.

Beef sirloin & prime cut—Moi Lung Pa B 20

" Corned—Ham Ngau Yuk 22

" Roast—Shiu 22

" Breast—Ngau Lam 22

" Soup—Tong Yuk 20

" Steak—Ngau Yuk Pa 22

" Sliced—Ngau Lau 20

" Sausages—Ngau Yuk Chang 20

" Bullock's Brains—Know per set 9

" Tongue fresh—Ngau Li each 20

" Corned—Ham Ngau Li 20

" Head—Ngau Tan 20

" Heart—Ngau Sum 20

" Hump, Salt—Ngau Kiu 20

" Feet—Ngau Keok 20

" Kidneys—Ngau Yik 20

" Tail—Ngau Mol 20

" Liver—Ngau Gon 20

" Tripe (undressed)—Ngau To 20

" Galves' Head and Feet—Ngau Chai 20

" Mutton Chop—Yeung Pal Kwat 20

" Leg—Yeung Pal 20

" Shoulder—Yeung Shau 20

" Pig's Chilling—Ghi chong 20

" Brat—Ghi Know per set 24

" Feet—Ghi Kpak 24

" Fry—Ghi Chak 24

" Head—Ghi Tan 24

" Heart—Ghi Sum 24

" Kidneys—Ghi Yik 24

" Liver—Ghi Gon 24

" Pork Chop—Ghi Pal Kwat 24

" Corned—Ham Chai Yuk 24

" Leg—Ghi Pal 24

" Fat or Lard—Ghi Yau 24

" Sheep's Head and Feet—Yeung Tao 24

" Keok 24

" Heart—Yeung Sum 24

" Kidneys—Yeung Yik 24

" Liver—Yeung Gon 24

" Sucking Figs, To Order—Ghi Chai 24

" Suet Beef—Sang Ngau Yau 24

" Mutton—Sang Yeung Yau 24

" Veal—Ngau Chai Yuk 24

" Sausages—Ngau Chai Yuk Tong 24

POULTRY.

Chicken—Kai Chai 24

" Capons, Large, Small—Shi Kai 24

" Ducks—Ap 24

" Doves—Pan Kau 24

" Eggs, Hen—Kai Tai 24

" Fowls, Canton—Kai 24

" Hens—Hoi Nam Kai 24

" Geese—Wgo 24

" Geese, Wild Shanghai—Sheng Hoi Y 24

" Nge 24

" Musk Deer—Wong Keng 24

" Hare—To Chai 24

" Partridge—Ghi Khoo 24

" Pheasant—Shai Kai 24

" Pigeons, Canton—Pak Kup 24

" Holow—Holow Pak Kup 24

" Quail—Um Chan 24

" Rice Birds—Wo Fa Chai 24

" Salpe—Sa Chai 24

" Turkeys, Cock—Fo Kai Kung 24

"

Intimations.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841

WINE AND SPIRIT MERCHANTS.

WATSON'S
E

VERY OLD LIQUEUR

SCOTCH
WHISKY

A Blend of the Finest Pure Malt
Whiskies distilled in Scotland.

OR

GENUINE AGE

(AND)

FINE MELLOW

FLAVOUR.

Robert Porter & Co.'s

BULL DOG
BRAND

GUINNESS' STOUT
in PINTS and SPLITS.

A. S. WATSON & CO.,
LIMITED,

ALEXANDRA BUILDINGS,

Hongkong, 7th July, 1910.

IMPORTANT
NOTICE.

WE have the pleasure to advise our CUSTOMERS and the PUBLIC GENERALLY that, under the Superintendence of our new FACTORY EXPERT, recently arrived in the Colony (who has had 18 years' experience in the leading Shoe Factories of the United States), we are NOW prepared to supply the FINEST Up-to-date MEN'S BOOTS and SHOES in our well-known brands "SUPREME" and "LILY" to suit the taste of everyone. Only the finest Leather and Materials are used, and best workmanship guaranteed.

At an early date, which will be duly notified, we shall be prepared to supply the finest and latest LADIES' Boots and Shoes.

THE HONGKONG & CHINA
SHOE FACTORY, LTD.

Works: 95 and 99, Praya East,
Office and Showroom: 33 and 35,
Des Voeux Road, Central.
A few doors from new Post Office.

Sole Agents: 26th October, 1910.

MARRIAGE.
On October 20th, 1910, at Shanghai, F. M. Da Cruz to Maria Stein.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, OCTOBER 26, 1910.

THE CULT OF THE USURER.

We have on more than one occasion drawn in these columns the attention of the Government to the highly excessive rates of interest charged by the money-lending population of the Colony to those who are unfortunate enough to fall within their clutches. The problem is rendered more acute owing to the apparent encouragement afforded the usurer by the local judges, who, being placed in the "unavoidable" position of having to meet the convenience of both lender and borrower in making an order for instalments, are naturally sometimes unwittingly led to act somewhat harshly towards certain borrowers who find themselves entangled in the meshes of these twelfth-century usurers through scarcely any fault of their own. It does not require particularly keen powers of perception in one to realize that the habit of borrowing should be discouraged no less than that of lending money, but there are cases when people are led to choose the lesser of two evils by sheer force of circumstances and in these instances exception should be made by the Judge, who in fairness to the victim, who as often as not has already paid the amount of the principal tenfold in interest alone, might exercise his discretionary powers to the fullest possible limit. Recent glaring cases brought to our notice have partly led to our making these remarks, but we have been mainly influenced to refer to the condition of affairs at present existing with regard to the particular matter under discussion by a few perceptive lines appearing in a Manila contemporary. It appears that a Bill has been introduced into the Philippine Legislative Assembly for the purpose of putting a stop to the demoralizing practice among Government officials. A prominent feature of the Bill is that it provides penalties for both the unscrupulous lender and the party who performs has to submit to what under ordinary circumstances he would certainly regard as the height of folly. The bill provides that all government officials and employees of all grades in the insular, provincial or municipal services shall be prohibited from directly or indirectly loaning money or any other effects or articles of value at interest. The bill penalizes the infraction of these provisions by imprisonment for not less than one month and not to exceed one year, or a fine of not less than P200 nor more than P2,000 or both at the discretion of the court. A further provision of the bill is that whoever shall accept loans of money, effects or articles of value from such officials or employees shall be dismissed from the service if they are in it, and if not they shall be disqualified from holding service with the government in any of its branches for one year and punished by imprisonment for not to exceed one year. Any chief of a bureau of department knowing that any of his employees loans or borrows money, and does not so report to his superior officer, shall be deemed a party of the deal and the Governor-General may dismiss him or fine him half a year's pay. Of course, we do not for a moment imagine that the local authorities are likely to effect such sweeping changes in our own public service at a moment's notice, for Hongkong's legislation, like the laws of the Medes and Persians, moves slowly, but they can with advantage introduce a few desirable changes. For instance, they can invent a method which will put a stop once and for all to the wretched state of affairs obtaining at present. They can amend the present law, which provides for interest at 8 per cent. in those cases where a particular rate of interest is not specified, that the sum charged on the principal shall not exceed the rate fixed by the Bills of Exchange Ordinance. Now this is not so easy as appears at first sight, for even assuming that a certain rate was fixed by the Government, the lender could so arrange the wording of the promissory note that it would be made to appear that all the provisions of the Ordinance are complied with. As for the contest of the borrower to such a proceeding, no difficulty would be experienced in that direction as there are always people to be found who by reason of the sore straits they are placed in and the dire necessity into which they are hurried will gladly give their pound of flesh and become a party to a contract aimed at bringing about their own discomfiture. We are not so inconsiderate as to cavil at an evil without attempting to suggest a remedy, and therefore with due deference to the Colony's legislators we would suggest that all money-lending transactions should in future take place before a Government official to be appointed for that purpose and that the act of charging in excess of a certain rate to be fixed by the Legislative Council should be penalized by Ordinance. This would have the double effect of protecting Government servants from

participating in the trade and save a considerable number of people from the relentless grasp of the usurer. We know that the Government will raise the usual cry of a depleted exchequer but such an attitude is to be strongly deprecated; for the present state of affairs cannot be allowed to continue without being a blot on the Colony's escutcheon. We offer the suggestion for what it is worth, for in our opinion the time has come when the money-lending practice, which has been reduced almost to an art by a certain section of the Colony's population, should be put down with a firm hand. They have been shown the velvet glove far too long. They should now have a taste of the mailed fist.

LOCAL AND GENERAL.

THE WHITE STAR LINE—*Olympic*—45,000 tons, the largest steamer in the world, has been launched at Belfast.

ALBERT CHARLES PEARSON, storekeeper on board the s.s. *Montague*, was fined \$5 by Mr. E. R. Lallier at the Magistracy this morning for assaulting a chair-bearer.

MORE rice continues to be stolen by the Colony's thieves. This morning, a native was awarded four days' hard labour for being in unlawful possession of 25 catties of the staple.

A NEW French submarine has just concluded a voyage of 4,000 miles to the coast. The *Arctimide*, which is the name of the vessel, completed the voyage without a hitch of any sort.

THE authorities are recruiting able-bodied men from Chihli, Shantung and Mongolia for the 4th Regiment of the 1st Brigade of the Imperial Guards Corps and intend to complete the regiment this year.

COLONEL Odinstoff and Professor Kousalevich have just made a remarkable balloon journey from St. Petersburg to Koutaiskovo, near the sea of Azoff (a distance of some 1,000 miles), in forty hours.

MESSERS. Castlow & Co. advise us that they are informed by the Apollonaris Co., Ltd., London, for whom they are the agents for China and Hongkong, that their famous table water has been awarded the "Grand Prix" at the Brussels Exhibition.

ANOTHER case of illegally harboring Chinese girls is to be heard at the Magistracy to-morrow afternoon. In this case the victims are five in number, two of whom are barely fourteen years of age. It is alleged that cases similar to those used by schoolmasters have been used on the girls.

THE comrades of the steam-launch *Goikoo* was brought up at the Magistracy this morning for dumping a dead body on the street near a wharf in Connaught Road Central. A fine of \$50 was imposed. It is submitted by the Police that the corpse was left where it was found nearly a month ago. Detective-Sergeant Murphy prosecuted.

FIFTY-FIVE Chinese were lined up in the compound of the Central Police Station this afternoon for gambling in houses in Des Voeux Road and Possession Street. The men were remanded, bail being allowed in the sum of \$100 each in respect of the five keepers and \$10 each in respect of the players. Bergit, Watt and Wills prosecuted.

HONGKONG CRICKET CLUB.

The match between the Hongkong Cricket Club "A" versus the Remondons will take place on the Club's ground on Saturday next, 9th inst., commencing at 3.30 p.m. The following will form the "H.K.C.C. 'A'" team:—A. C. Leitch, H. R. Makin, Dr. G. E. Aubrey, P. Jacks, A. Mackenzie, Rev. S. W. Payne, G. A. Hastings, E. A. S. Fowler, H. D. Sharpe, Hon. Dr. J. M. Atkinson, and A. F. Dashwood.

GERMANY'S COLONIES.

NEW GUINEA'S PROSPECTS.

Mr. F. Ullberg, who is travelling in the G.M. *Prinz Sigismund*, to visit a company for the cultivation of rubber in the course of an interview with the *Daily Telegraph* representative, stated that at the present time rubber was the most profitable investment as long as the present labour conditions prevailed in German New Guinea.

Labour was very cheap in German territory, the natives working for about 10s a month. They were now planting a kind of rubber, called Hevea, which was found to be the most profitable. It was much easier to cultivate in the Solomon Islands than in German New Guinea. Mr. Ullberg pointed out that while in the Solomon Islands land could be leased for something like £1 per 1,000 acres, in German territory it was necessary to buy land outright. The reason for this was that Germany desired land settlement rather than speculation. Labour conditions in German territory were better than in British territories.

Mr. Ullberg was of opinion that if Mr. Fisher introduced legislation to increase the wages of the natives in Papua they might as well close up the colony. The German Government required the natives to pay a tax of 5s a year, and if they were not able to pay that amount they were required to do a certain amount of work on the roads, the result being that all the roads were in a very good state. At every German port in the islands there was a warehouse with a store attached. Rabaul, the centre of New Britain, and also the whole German colony, had gone ahead marvellously. It had four stores, telephones, railways, and well formed roads. A fair amount of cocoa was being cultivated, and the copra industry was flourishing. The latter was not being done in the same manner as a native, but the Germans were doing it in a more systematic way. The Germans were also doing a great deal of work in the building of a railway, and the law in the colony was being improved, but as the law was being improved, the law was being improved.

PEAK WEDDING.

JACKMAN SMITH.

The marriage took place this morning, at the Peak Church, of Miss Smith, niece of Mr. H. Ferry Smith, the popularly known public accountant in the Colony, with Mr. H. T. Jackman, executive engineer, Public Works Department. The bridegroom will be spending their honeymoon at Macao. So great is the popularity of the bridegroom that the send-off accorded him and his happy bride at the Macao steamer wharf this afternoon was one of the most enthusiastic we have seen for many a long day. The s.s. *Sui Tzei*, by which the happy pair are proceeding on their honeymoon trip, never looked so resplendent in her garb of flags and coloured bunting as she did this afternoon. The arrival of the newly wedded couple on board, the steamer shortly before 5 p.m. to-day was the signal for a literally deafening fusillade of crackers, the festive loud and long for a good while after the steamer had cast off and was making for the fairway. An amusing incident was too good to be allowed to go unrecorded. While the crackers and miniature bombs were bursting in their thousands sending the fragments of crimson paper—the Chinese emblematic colour of good fortune—all around the ship, the motley crowd of Chinese pedlars, boat people and coolies gathered on the wharf to enjoy the pyrotechnic display. Amidst all the din and noise a gentleman, a friend of the departing bridegroom, overheard the inquiry from a Celestial whether the send-off was intended for the new Governor of Macao. When he was told that the demonstration was for a popular Government official of this Colony he began to realize that Hongkong residents were capable of appreciating the merit and worth of a good man, even though in every case he has not yet attained to the lofty eminence of a head of the department.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

THE CHINESE CUSTOMS.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." Sir—A gentleman who writes with point and vigour sent a letter to the *Hongkong Telegraph* a few days ago that demands an answer. He signs himself "Monsieur Taki" and I wish he had used some other name. For that the Customs Service as constituted and governed by that wonderful man, Sir Robert Hart, is doomed, is unfortunately true, but it is not true that its ruin will befall it for the reasons suggested by the gentleman whose views were expressed in that letter, and which I have, greatly against my will, to contradict. For controversial purposes I shall call that correspondent of the *Telegraph*, Mr. M. T. (in short) Mr. M. T. writes of the unfairness and injustice of enforcing the regulations which require assistants in the Customs, the Chinese Imperial Maritime Customs, service, to prove their knowledge of the Chinese language every year in an examination. He declares that this rule is discreditable and humiliating. When he says that the regulations ordering all employees of the indoor staff of the Customs to study and be proficient in the Chinese language have wisely allowed to lapse in the course of years, and that the revival of them by Mr. Aglen is a departure from that studied moderation which characterized the rule of Sir Robert Hart, he lays himself open to argument which I shall have, I think, to lay before the readers of the *Telegraph*. Today I wish only to protect against the assertion that a man cannot be a good office man as well as a good Chinese scholar. It is clearly laid down by Mr. M. T. that one who becomes a Chinese scholar is very likely to become a dunce and to end as a failure. He blames the inspectors for encouraging the repulsive habit of absorbing so much Chinese that alcohol and its attendant horrors follow naturally in its train, with the awful tragedy of self-destruction as its climax. Now really this is not a reasonable thing to say; it is unfair and untrue. I am so angry with this atrocious accusation that I shall write no more about it to-day, lest I be led into saying more and bitter words than will be necessary to refute such an allegation.—Yours, etc.

THE TRIANGLE.

Hongkong, 25th October.

CHINA'S RAILWAY LOAN.

According to the Report of the Board of Posts and Communications, China's Railway Loans are as follows:—

Region	20% of Net Profit	30% of Net Profit	40% of Net Profit	50% of Net Profit	60% of Net Profit	70% of Net Profit
Beijing	1.5	1.5	1.5	1.5	1.5	1.5
Tientsin	1.5	1.5	1.5	1.5	1.5	1.5
Shanghai	1.5	1.5	1.5	1.5	1.5	1.5
Harbin	1.5	1.5	1.5	1.5	1.5	1.5
Manchuria	1.5	1.5	1.5	1.5	1.5	1.5
Inner Mongolia	1.5	1.5	1.5	1.5	1.5	1.5
Outer Mongolia	1.5	1.5	1.5	1.5	1.5	1.5
North China	1.5	1.5	1.5	1.5	1.5	1.5
South China	1.5	1.5	1.5	1.5	1.5	1.5
Yunnan	1.5	1.5	1.5	1.5	1.5	1.5
Szechwan	1.5	1.5	1.5	1.5	1.5	1.5
Hubei	1.5	1.5	1.5	1.5	1.5	1.5
Henan	1.5	1.5	1.5	1.5	1.5	1.5
Shanxi	1.5	1.5	1.5	1.5	1.5	1.5
Shandong	1.5	1.5	1.5	1.5	1.5	1.5
Hebei	1.5	1.5	1.5	1.5	1.5	1.5
Guangdong	1.5	1.5	1.5	1.5	1.5	1.5
Guangxi	1.5	1.5	1.5	1.5	1.5	1.5
Yunnan	1.5	1.5	1.5	1.5	1.5	1.5
Szechwan	1.5	1.5	1.5	1.5	1.5	1.5
Hubei	1.5	1.5	1.5	1.5	1.5	1.5
Henan	1.5	1.5	1.5	1.5	1.5	1.5
Shanxi	1.5	1.5	1.5	1.5	1.5	1.5
Shandong	1.5	1.5	1.5	1.5	1.5	1.5
Hebei	1.5	1.5	1.5	1.5	1.5	1.5
Guangdong	1.5	1.5	1.5	1.5	1.5	1.5
Guangxi	1.5	1.5	1.5	1.5	1.5	1.5
Yunnan	1.5	1.5	1.5	1.5	1.5	1.5
Szechwan	1.5	1.5	1.5	1.5	1.5	1.5
Hubei	1.5	1.5	1.5	1.5	1.5	1.5
Henan	1.5	1.5	1.5	1.5	1.5	1.5
Shanxi	1.5	1.5	1.5	1.5	1.5	1.5
Shandong	1.5	1.5	1.5	1.5	1.5	1.5
Hebei	1.5	1.5	1.5	1.5	1.5	1.5
Guangdong	1.5	1.5	1.5	1.5	1.5	1.5
Guangxi	1.5	1.5	1.5	1.5	1.5	1.5
Yunnan	1.5	1.5	1.5	1.5	1.5	1.5
Szechwan	1.5	1.5	1.5	1.5	1.5	1.5
Hubei	1.5	1.5	1.5	1.5	1.5	1.5
Henan	1.5	1.5	1.5	1.5	1.5	1.5
Shanxi	1.5	1.5	1.5	1.5	1.5	1.5
Shandong	1.5	1.5	1.5	1.5	1.5	1.5
Hebei	1.5	1.5	1.5	1.5	1.5	1.5
Guangdong	1.5	1.5	1.5	1.5	1.5	1.5
Guangxi	1.5	1.5	1.5	1.5	1.5	1.5
Yunnan	1.5	1.5	1.5	1.5	1.5	1.5
Szechwan	1.5	1.5	1.5	1.5	1.5	1.5
Hubei	1.5	1.5	1.5	1.5	1.5	1.5
Henan	1.5	1.5	1.5	1.5	1.5	1.5
Shanxi	1.5	1.5	1.5	1.5	1.5	1.5
Shandong	1.5	1.5	1.5	1.5	1.5	1.5
Hebei	1.5	1.5	1.5	1.5	1.5	1.5
Guangdong	1.5	1.5	1.5	1.5	1.5	1.5
Guangxi	1.5	1.5	1.5	1.5	1.5	1.5
Yunnan	1.5	1.5	1.5	1.5	1.5	1.5
Szechwan	1.5	1.5	1.5	1.5	1.5	1.5
Hubei	1.5	1.5	1.5	1.5	1.5	1.5
Henan	1.5	1.5	1.5	1.5	1.5	1.5
Shanxi	1.5	1.5	1.5	1.5	1.5	1.5
Shandong	1.5	1.5	1.5	1.5	1.5	1.5
Hebei	1.5	1.5	1.5	1.5	1.5	1.5
Guangdong	1.5	1.5	1.5	1.5	1.5	1.5
Guangxi	1.5	1.5	1.5	1.5	1.5	1.5
Yunnan	1.5	1.5	1.5	1.5	1.5	1.5
Szechwan	1.5	1.5	1.5	1.5	1.5	1.5
Hubei	1.5	1.5	1.5	1.5	1.5	1.5
Henan	1.5	1.5	1.5	1.5	1.5	1.5
Shanxi	1.5	1.5	1.5	1.5	1.5	1.5
Shandong	1.5	1.5	1.5	1.5	1.5	1.5
Hebei	1.5	1.5	1.5	1.5	1.5	1.5
Guangdong	1.5	1.5	1.5	1.5	1.5	1.5
Guangxi	1.5	1.5	1.5	1.5	1.5	1.5
Yunnan	1.5	1.5	1.5	1.5	1.5	1.5
Szechwan	1.5	1.5	1.5	1.5	1.5	1.5
Hubei	1.5	1.5	1.5	1.5	1.5	1.5
Henan	1.5	1.5	1.5	1.5	1.5	1.5
Shanxi	1.5	1.5	1.5	1.5	1.5	1.5
Shandong	1.5	1.5	1.5	1.5	1.5	1.5
Hebei	1.5	1.5	1.5	1.5	1.5	1.5
Guangdong	1.5	1.5	1.5	1.5	1.5	1.5
Guangxi	1.5	1.5	1.5	1.5	1.5	1.5
Yunnan	1.5	1.5	1.5	1.5	1.5	1.5
Szechwan	1.5	1.5	1.5	1.5	1.5	1.5
Hubei	1.5	1.5	1.5	1.5	1.5	1.5
Henan	1.5	1.5	1.5	1.5	1.5	1.5
Shanxi	1.5	1.5	1.5	1.5	1.5	1.5
Shandong	1.5	1.5	1.5	1.5	1.5	1.5
Hebei	1.5	1.5	1.5	1.5	1.5	1.5
Guangdong	1.5	1.5	1.5	1.5	1.5	1.5
Guangxi	1.5	1.5	1.5	1.5	1.5	1.5
Yunnan	1.5	1.5	1.5	1.5	1.5	1.5
Szechwan	1.5	1.5	1.5	1.5	1.5	1.5
Hubei	1.5	1.5	1.5	1.5	1.5	1.5
Henan	1.5	1.5	1.5	1.5	1.5	1.5
Shanxi	1.5	1.5	1.5	1.5	1.5	1.5
Shandong	1.5	1.5	1.5	1.5	1.5	1.5
Hebei	1.5	1.5	1.5	1.5	1.5	1.5
Guangdong	1.5	1.5	1.5	1.5	1.5	1.5
Guangxi	1.5	1.5	1.5	1.5	1.5	1.5
Yunnan	1.5	1.5	1.5	1.5	1.5	1.5
Szechwan	1.5	1.5	1.5	1.5	1.5	1.5
Hubei	1.5	1.5	1.5	1.5	1.5	1.5
Henan	1.5	1.5	1.5	1.5	1.5	1.5
Shanxi	1.5	1.5	1.5	1.5	1.5	1.5
Shandong	1.5	1.5	1.5	1.5	1.5	1.5
Hebei	1.5	1.5	1.5	1.5	1.5	1.5

BIG FIRE AT SHANGHAI.

A LARGE GODOWN ABLAZE.

In the early hours of yesterday morning, reports the N. C. D. News of 23rd inst., a disastrous fire broke out on the outskirts of the Settlement, in North Soochow Road. The alarm was given about 12.25 a.m., the news being brought by a constable to the West Hongkong Police Station about the same time that the blaze was noticed by the Central Bell-tower man. The Victoria, the first Company to reach the scene, found the Sino-Belgian Bank's Godown, burning furiously, though the rest of the brigade turned out promptly, and little time was lost in getting the Fire King and two other steamers to work, pumping from the Soochow Creek; the flames had established too strong a hold to be easily mastered.

The fire was first noticed in the South-Eastern corner of the first storey. It spread rapidly backwards until the whole of the front portion of the godown was ablaze. The iron shutters of the windows soon became red-hot, and the floors and roof collapsed in succession, until only the outer walls of the building and a few charred timbers remained. As the flames spread backwards they were checked by a fireproof wall, separating the godown into two parts. From the roof of an adjoining native tea godown, access to which was gained by means of the Victoria's turntable escape, and from the surrounding alleyways, torrents of water were poured on to the flames and though the main portion of the godown was gutted the brigade succeeded in saving the rear portion, and in preventing the fire from spreading in any other direction. As the scene of the fire was beyond Settlement limits only two hydrants were available, but the proximity of the Soochow Creek gave the firemen an unlimited supply of water. During the fire it was ludicrous to see the Paoshan fire brigade, with its toy apparatus, pumping a diminutive stream in the direction of the flames.

The Fire Brigade was in charge of the Senior Foreman, Mr. Macphill, of the Deluge Company, the Chief Engineer being detained at his residence by his motorcar taking fire. The Mib-ho-logs and the Deluge worked from the roof of the tea godown on the West side, while the Victoria was stationed along the creek front, and the Hongkongs with another detachment of the Mib-ho-logs operated on the Western side of the godown. It was not until 3.30 a.m. that the fire could be said to be under control, and many of the firemen did not leave the scene of the outbreak until nearly 5 a.m. All day yesterday two hydrant streams were kept playing on the ruins by members of the coolie corps. In the afternoon the ruins presented a sorry spectacle. Only the mere shell of the front portion of the godown remained. The iron window shutters were crumpled and bent into fantastic shapes. Contragated iron from the roof, bent and twisted by the intense heat, was strewn all round the building and only charred beams marked the position of the floors. The ground inside the godown was covered with piles of burnt or charred cocoons, and the water gushing out from the entrance carried with it cinders and clinders from the ruins.

At the time of the outbreak the front portion of the godown contained 8,777 bales of cocoons, 47 bales of flature silk, 43 cases of eggs, and 400 kegs of balls. The total insurance is believed to amount to £1,765,000, of which £1,205,000 covers the bank's own cargo and the building. The origin of the fire is obscured in mystery. The godown was locked up as usual the preceding evening, and a Chinese watchman remained on duty outside the premises. It can, therefore, only be supposed that the conflagration was started by spontaneous combustion among the cocoons.

RICE MILLS BURN.

BIG FIRE IN HONGKONG.

The Bangkok Daily Mail, of 10th inst., says:—Yesterday evening about half past six o'clock, fire broke out in one of the mills of Yong Heng Chan at Bukaloh and rapidly spread to an adjoining mill of the same owner, burning both to the ground.

The cause of the fire is not known. The mill which first caught was an old one and had been closed for over a month for repairs and the erection of a new plant, and started work yesterday morning for half a day for the first time. The flames were first seen in the fourth storey of the mill and the employees worked hard to extinguish them, and on seeing the fatality of the fire telegraphed for the fire departments. The Navy Dept's fire brigade and a Chinese fire brigade were soon on the scene, but by that time it was impossible to do more than to keep the fire within bounds. Large numbers of police also were present to help. The mill Kwang Hup Sang (Kim Moey) adjoining had a narrow escape as it was separated from the burning building by only a brick wall and a very narrow lane.

The two burned mills belonged to Khen Yung Soon, the widow of Phe Chodok Raja Sales, whose firm name is Yong Heng Chan. The old mill which was burned had just been overhauled and a lot of new machinery installed at great cost. The Bangkok Dock Co. were to erect some new machines in it to-day if it had not burned. A large amount of paddy and white rice which was ready to be shipped was also destroyed. The owner cannot value the total loss now but estimates it at between six and seven hundred thousand dollars.

Luckily it was well insured, the new mill and plant being insured for £250,000, the old mill and plant for £14,700 and the stock of paddy and rice for £10,000 in each mill, or a total insurance of £300,000.

Compensation for which the Bank of China Co. are liable has been offered for about £17,000. The other mill, which was insured for £10,000, and the stock of paddy and rice, will be insured for about £10,000.

PROPER EXERCISE.

NOTHING LIKE WALKING.

Some years ago, says the Bangkok Daily Mail, Dr. Cantile of Hongkong lectured on this subject, and having had a good deal of expert experience was able to give a little good advice. He agreed with many other doctors and experts that for getting "fit" and keeping so there is nothing like walking, done at the right time and in the right way. And the right time is not the early morning before breakfast, when at all times the body is least tuned up; when muscles are slack, and vitality not at its best. The time for walking is BEFORE SUN-UP.

If morning exercise is to be taken at all, let it be walking. But the afternoon walk is the thing. How much is to be done depends naturally on the object in view. If a man is to take part in the International Walking Competition, his preparation must be of a more complete and exacting kind than if he merely wishes to dispose of adipose tissue for the purpose of a football or hockey match. Indeed the heavier the call to be made, the more complete, and the longer in duration, should the preparation be. But care should be taken not to OVERDO TRAINING.

That spells staleness, listlessness and lack of pleasure, a sure sign that rest is imperative, and for a time an entire change, the one great maxim being ever remembered that it is only when exercise is enjoyable that the fullest possible good is being got out of it.

The organs which demand most attention during training are the heart and lungs. Especially in running and rowing are these liable to be tried more than may be for them, and in consequence those exercises are found to provide, perhaps, a greater percentage of breakdowns than any others. A sport in an eight or a four when crews are on a level takes MORE VITAL ENERGY.

out of the human frame within a given number of seconds than perhaps anything else can do. We have seen the effects again and again at the finish of such races as the University eight, when, in spite of the most painstaking, the most protracted, and the most scientific training possible the crews are practically exhausted for the time being.

Dr. Cantile says that no animal can compare with man for power of endurance under severe muscular exertion if the man is really fit. What horse, he asked, was ever known to keep up a hundred miles a day for six or more days in succession? Yet that has been DONE BY MAN.

Only the fit should attempt it, however, and then only under medical supervision. One of the pleasantest methods of keeping in good form is dancing provided of course it be enjoyed in well-ventilated rooms.

Modern trainers are wiser in their generation than their predecessors, who thought that the presence of pleasure in training was a sure sign that things were not as they should be. Not food that the appetite craved for, but food which the trainer, no physiological expert himself, thought most muscle-giving was provided.

N.Y.K. PASSENGER RATES.

ALL ROUND REDUCTION.

A big reduction has been made in the passenger rates to and from the Orient by the Nippon Yusen Kaisha. The saloon passenger rate between Victoria and Seattle and Yokohama has been cut from \$175 to \$155, and similarly large reductions have been made in the rates to other ports in the Far East, in both first and second class fares, while no change has been made in the steerage rates. No announcement has been made by the Canadian Pacific Railway Company or other lines in the trans-Pacific trade, of any change in their passenger rates; but it is anticipated that a general reduction will be made. It is not known whether the cut will mean a rate war. It is not anticipated by shipping men that it will.

The new rate made by the Japanese steamship line shows a big reduction in all lines. There is a cut of \$50 in the fares to and from Yokohama and in the return rates a reduction of from \$78 in the tickets for four months' time and \$45 for a year is given. The second class fare is cut from \$100 to \$85 between Victoria, Seattle and Yokohama. The new rates, compared with the old rates, on the Nippon Yusen Kaisha line, is as follows:

To Yokohama, \$15, old rate \$7.50; Kobe, \$17.50, old rate \$8.75; Meiji, \$15, old rate \$7.50; Shanghai, \$14, old rate \$7; Hongkong, \$15, old rate \$7.50. The four months return rates compare as follows: Yokohama, \$17.50; Kobe, \$19.50; Meiji, \$15; Shanghai, \$14; Hongkong, \$15. The former rate for this ticket was: Yokohama, \$18.50; Kobe, \$20.50; Meiji, \$16; Shanghai, \$15; Hongkong, \$16. The old rates for Yokohama: to Hongkong in second class ranged from \$100 for the single fare to Yokohama and \$150 for the round trip, returning within four months, to Hongkong \$180 for the return trip. The new rates range from \$85 for the single fare to Yokohama and \$127.50 for the round trip within four months to \$105 for the single fare to Hongkong and \$157.50 for the round trip.

The steamer rates are unchanged, remaining at \$15. This is the rate agreed upon some time ago by the Bureau for the North Pacific trans-Pacific lines. Some time ago the West line sought to obtain permission from the Bureau to make a cut of ten dollars in these fares, but the application was refused.

The Canadian Pacific Railway and Hill lines are in excess of those previously charged by the Japanese line. The fare to Yokohama by the Empress steamers from Victoria and Vancouver is \$100, and to Hongkong, \$115.

RETURN of visitors to the City Hall Library and Museum for the week ending the 24th October, 1910:—

Library Museum
New Classes 24 19
Old Classes 14 14
Total 38 33

JAPAN'S LATEST DREADNOUGHT.

LAUNCH OF THE KAWACHI AT YOKOSUKA.

There is always something peculiarly impressive in the spectacle of a war-vessel leaving her cradle on land—where human hands with infinite toil and patience have built up her iron strength—to fling herself into her native element, where Fate and the Future alone know what of war or peace awaits her. Probably for this reason, that she is an engine of destruction—that the issues of life and death are in her keeping, the passing of a mighty ironclad down the inclined ways to "do business in the great waters," makes a stronger appeal to the imagination than the dining of the undaunted ship of peace. Nor can the wildest vagaries of wind and weather rob the spectacle of one jot of its impressive nature, for does it not accord with the nature of things that the ship of war should go down to the sea in storm rather than in sunshine? Such, at all events, was the case with the great Kawachi, Under-laden skies, and in a rain driving almost horizontally across the surface of a troubled sea, the third of Japan's Dreadnoughts swept, but none the less majestically, into her native realm.

To an always interesting occasion additional interest was given by the fact that the launch of this great battleship was to be performed in the august presence of His Majesty the Emperor of Japan. Not a few of the thousands of people who poured into the Portsmouth of Japan during the twenty-four hours preceding the launch were actuated by the desire to accord respectful welcome to their Sovereign, whose arrival in the forenoon of the appointed day was signalled by a thunderous salute from flag-decked warships. In the picturesque, if topographically intricate, bay.

The ceremony had been fixed to take place at two o'clock; but long before that hour the stands alongside the launching-ways were crowded with invited guests, while the points of vantage open to the general public further down the bay were fully taken up, the dark masses of human beings dotted with the round white spots of numerous umbrellas raised to ward off the penetrating showers. Shortly after one o'clock the big N.Y.K. liner, Tango Maru, which the premier steamship company had placed at the disposal of a select number of guests, principally from Tokyo, forged slowly out of the mist into the harbour, and cast anchor not far from the spot which the liberated battleship was expected to reach.

A few minutes before two o'clock, the Emperor, accompanied by an Imperial party of Princess and Princesses, took up his position on the launching platform. When all was ready, the fact was communicated by the Admiral in charge of the Dockyard (Rear Admiral Sakamoto) to the Minister for the Navy (Baron Saito), who, respectfully approaching His Imperial Majesty, tendered the information that the mighty vessel before them had been begun on April 1st, 1903, that it was proposed to name it "Kawachi," and that it was now ready to enter the water. This message having been graciously received, the Commander-in-Chief of the Naval Station gave the order to Admiral Sakamoto to carry out the launching. The workmen on the ways at once began to knock away the few remaining supports. The severing of the cord which caused the falling of the last supports—the "dog shores" as they are called in an English dockyard—was done by the Admiral himself, at 7 minutes past two. It was immediately followed by a slight, almost imperceptible, movement of the great battleship. The Kawachi at last was free. Nothing bound her now to the uncongenial land; nothing was between her and the vasty deep. Slowly at first, but with gathering speed, and streams flying, she glided down the slippery ways. A roar of cheering broke from the onlooking multitudes ashore and aloft; while scores of waiting tugs and launches blew boisterously on their sirens. Heading them not the huge red mass of steel struck the water bravely, stern first. A mighty wave was raised about her as she swept into the sea with increasing momentum—the speed at its greatest is officially given as 21 knots—but the impetus of her descent was soon overcome, and, at a distance of a quarter of a mile from her cradle, the Kawachi lay motionless upon the tide. A dozen black dock-yard tugs swarmed about her like herring gulls about a feebly of the deep, and in a few minutes the first of Japan's super-Dreadnoughts was moored, a seemingly live thing, in the teeth of the wind, to a buoy as red as herself.—Japan Mail.

THE PORTUGUESE REVOLUTION.

The following picture of King Manuel's appearance at Basaco surrounded by his soldiers at the celebrations in commemoration of the centenary of the Battle of Basaco, gives little indication of the upheaval which was to follow a few days later.

"Of the spectacular effect of the military Mass on the summit of the Serra it is impossible to speak too highly. A high altar dressed with the magnificent silver ware of the Cathedral of Coimbra, stood on the loftiest point, in front of it the venerable Bishop of Coimbra, 85, but upright and vigorous, stood out, a splendid figure in scarlet brocade, haranguing his Sovereign and the Army in a long, patriotic address, and blessing the blue and white banner of Portugal, which King Manuel, seated on his brown horse in front of his staff, bore for the first part as an hour. The troops were groggy, and the banner floated free, showing all its heraldry and inscription. It was finally presented to that 'old regiment,' the 3rd Cavalry—Cavaliers' old companions, the 'Ca' as a banquet in the afternoon in the open air, when the young King spoke out, full and eloquently to audience, mainly military, which received with loud cheers his energetic and evidently heartfelt vows to the royal rule of a loyal nation. May all success attend their fulfilment!"

THOUGH much talk has been made in the London Press of the fact that the King of Portugal has been a good one and the King of Spain a bad one, the fact is that the King of Portugal has been a good one and the King of Spain a bad one.

Today's Advertisements.

"SHIRE" LINE OF STEAMERS, LIMITED.
FOR MARSEILLES, LONDON, AND ANTWERP.

THE Steamship
"FLINTSHIRE,"
Capt. G. D. Gandy, R.N., will be dispatched as above about 7th November.
For Freight or Passage, apply to
JARDINE, MATHESON & Co., Ltd., Agents,
Hongkong, 27th October, 1910. [674]

"BEN" LINE OF STEAMERS.
NOTION TO CONSIGNEES.
S.S. "BENAVON,"
FROM ANTWERP, MIDDLESBRO', LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra-landed Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the said date, will be subject to sale.

All Claims against the Steamer must be presented to the Underwriter on or before the 10th prox., or they will not be recognized.

All broken, chipped, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd prox., at 11 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents,
Hongkong, 26th October, 1910. [675]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE, (Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship
"EMPIRE,"

Captain Helms, will be despatched as above on SATURDAY, the 14th November, at Noon. This well-known Steamer is especially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents,
Hongkong, 26th October, 1910. [676]

COMMERCIAL.

16th October, 1910.
The following quotations for rubber shares by wire, are supplied by Messrs. R. S. Kadoorie & Co.:—

Allagars	5/3
Anglo-Java	11 7/8
Anglo-Malay	24/6
Batavia	51/0
Batu Tiga	92/6
Bertam	7/1
Bukit Kajang (pp.)	46/1
Caray United	16/3 prem.
Castlefield	17/6
Changkat Sardaung	58/1
Cheras (part paid)	48/1
Da. (fully paid)	51/8
Damansara	55/1
Eastern Internationals	14/1 prem.
Glenclyde	5/1
Highlands and Lowlands	10/1 ex div.
Indragiri	54/1
Kampong	5/6 prem.
Kuala Lumpur	66/6
Langkat (fully paid)	—
Langkat (ppd.)	—
Ledbury	70/1
Llogis	44/3
London Asiatics	12/9
London Ventures	6/1
Merlimas	—
Pajam	51/0
Pegoh	53/1
Rubber Trusts	20/6 prem.
Sagris	37/0
Sandycrofts	33/1
Sapong	—
Seaford	73/9
Singapore & Johore	51/2
Sumatra Para	10/1
Sungai Choh	97/3
Sungai Kapers	15/1
Tanjang	31/3
Toongale	2/1 prem.
United Sardaung	10/6
United Singapore	12/3
United Sumatra	11/6
United Langkat	80/1
Duffin	14/1
Tromps	32/6
Fans Rubber	5/11 per lb.

Events Coming.

Thursday, 27th October
Legislative Council meeting, 2.30 p.m.

Friday, 28th October
Opening Night of HARMSTON'S GRAND CIRCUS at the Victoria Theatre, 8 p.m.

Nicola Theatre Royal, City Hall, 8 p.m.

Saturday, 29th October
Miscellaneous Children's League Bazaar at the Victoria Theatre Ground, 2 p.m.

Nicola Theatre Royal, City Hall, 8 p.m.

Sunday, 30th November
Opening of the Royal Hong Kong Yacht Club.

Intimations.

ASAHI
ASAHI
ASAHI
and
SAPPORO
SAPPORO
SAPPORO
SAPPORO
BEER.

AWARDED
GOLD MEDAL
AT
ANGLO-JAPANESE
EXHIBITION.

PRICES:
4 Dos. Quarts \$12.50 per case
8 Dos. Pints \$15.00

OF ALL
WINE
MERCHANTS

THE BRITISH FOREIGN IMPORT & EXPORT COMPANY, Central Building, Liverpool, England, is prepared to receive Consignments of Local Produce on best terms.

Intimations.

CHEESE!
CHEESE!
CHOICE
CANADIAN STILTON
60 cents per lb.
THE DAIRY FARM CO., LIMITED.

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.
(CAPITAL PAID UP \$1,150,000)
Loans on Mortgage of House Property, &c. Goods received on Storage. Advances made on Merchandise. Loans made on the Provident System. (Rates and Particulars on application).
THE OFFICE OF
TRUSTEES, ESTATE AGENTS, &c.
Underwritten and Executed
SHEWAN, TOMES & CO., General Managers.
P.O. Box 10th March, 1908.

HARMSTON'S GRAND CIRCUS

AND ROYAL MENAGERIE OF PERFORMING WILD ANIMALS.

GRAND OPENING NIGHT: FRIDAY, OCT. 28th, at 9 p.m.

LOCATION: CAUSEWAY BAY.

Our New all Star Company of London and Continental Artists

30 IN NUMBER 30

JOHN ROUGAL'S

Most up-to-date Animal Act in the World.

FIVE FULLY GROWN TIGERS

Performing in a large cage erected in the Circus arena.

THE BROTHERS KAVANAGH,

AUSTRALIA'S PREMIER SOCIETY JUGGLERS.

THE WEITZMAN TROUPE

(5 in Number)

Gymnasts, Acrobats and Acrobats.

THE TRIO FROLIC

Two Ladies and One Gentleman.

THE SISTERS LOUISE AND ANGELINA BASCO

In their great Surprise Sharpshooting Act with Repeating Rifles and Pistol.

(Cartridges &c. Shot).

Piccolo and Fiori (Continental Comedians)

With their Canine Wonders who appeared before the King and Queen at Buckingham Palace.

ALSO THE FUNNY DUMMY AGOUSTE "SHADOW"

WHO PERFORMS THROUGHOUT THE WHOLE PROGRAMME.

RUDSIT, TRAMP CYCLIST.

DICK HAYES,

Talking and Singing Clown.

NOVELLAS,

The Mirthful Mimic.

AND

THE CHAMPION ALL ROUND DUO,

JENNIE & WILLIE HARMSTON-LOVE.

OUR STED OF PERFORMING HORSES AND PONIES TRAINED AND INTRODUCED BY

AFRED RYAN.

OUR BEAUTIFUL ARAB STALLIONS.

Our Menagerie consists of performing Elephants, Tigers, Leopards, Bears, Kangaroo, Etc.

African Baboon, Dog, Monkey, &c.

Booking for Boxes and First Class Chairs at ROBINSON PIANO COMPANY.

FIRST MATINEE PERFORMANCE:

SATURDAY, OCT. 29th.

Doors open at 3 o'clock. Performance at 4 sharp. Children, Half Price at Matinee only.

Evening Performance at 8 sharp. Doors open one hour earlier.

PRICES OF ADMISSION.

Full Box 6 Chairs \$15.00

Single Seat (Box) 3.00

Chairs 2.00

Gallery (Natives only) 50

Soldiers and Sailors in Uniform half-price to the \$1 and \$2 seats.

BOOKING AT ROBINSON PIANO CO.

N.B.—Special Train will run before and after the Performance.

MADAME HARMSTON-LOVE, Proprietress.

COL. BOB LOVE, Manager.

R. ALTON

W. H. BROWNE, Agents.

Hongkong, 29th October, 1910. [657]

THE CHOICE OF CONNOISSEURS IS ALWAYS D. & J. McCALLUM'S 'PERFECTION'



A WHISKY
OF AGE, PURITY & REFINED FLAVOUR.
H. PRICE & CO., LTD.
12, Queen's Road, Central,
HONGKONG.

Proprietors: D. & J. McCALLUM
EDINBURGH, BIRMINGHAM, & LONDON.

Shipping—Steamers.

CANADIAN PACIFIC
RAILWAY CO.'S
Royal Mail Steamship Line.
"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS HONGKONG TO VANCOUVER, SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., &c.
(Subject to alteration.)
Connecting with Royal Mail Atlantic Steamers.

From Hongkong.	From Quebec.
"EMPRESS OF CHINA" SATURDAY, OCT. 29TH.	"ALLAN LINE" FRIDAY, NOV. 25TH.
"MONTEAGLE" TUESDAY, NOV. 8TH.	
"EMPRESS OF INDIA" SATURDAY, NOV. 19TH.	From St. John.
"EMPRESS OF JAPAN" SATURDAY, DEC. 17TH.	"EMPRESS OF BRITAIN" FRIDAY, DEC. 16TH.
"EMPRESS OF CHINA" SATURDAY, JAN. 14TH.	"ALLAN LINE" FRIDAY, JAN. 13TH.
"MONTEAGLE" WEDNESDAY, JAN. 25TH.	"ALLAN LINE" FRIDAY, FEB. 10TH.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamers as shown above. The "Empress of India" and "Empress of Japan" are magnificent vessels of 14,500 tons, speed 20 knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including meals and berth in sleeping car while crossing the American Continent by Canadian Pacific direct line) £71.10/-

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missions, Members of the Naval, Military, Diplomatic, and Consular Services; European Civil Service Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families. Full particulars on application to Agents.

Through Passengers are allowed stop over privileges at the various ports of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON. Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port £43.
Via New York £45.
For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
D. W. BRADDOCK, General Traffic Agent,
Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SHANGHAI via SWATOW	KWONGSANG	THURSDAY, 27th Oct., Daylight.
SHANGHAI, KOBE & MOI	POOKSANG	THURSDAY, 27th Oct., 4 P.M.
MANILA	LOONGSANG	FRIDAY, 28th Oct., 4 P.M.
SHANGHAI	TUNGSHING	SATURDAY, 29th Oct., Noon.
SHANGHAI	CHOYSANG	MONDAY, 31st Oct., Noon.
SINGAPORE, PENANG & CALCUTTA	KUTSANG	MONDAY, 31st Oct., 5 P.M.
MANILA	YUENSANG	FRIDAY, 4th Nov., 4 P.M.

RETURN TOURS TO JAPAN (Occupying 24 Days).

The steamers *Kutang*, *Namsang* and *Pookang* leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze River, Chafoo, Tientsin & Newchwang.

Taking Cargo on through Bills of Lading to Koda, Labad, Dato, Singapore, Tawao, Uakou, Japan and Labuan.

For Freight or Passage, apply to
JARDINE MATHESON & CO., LD.
General Managers.
Telephone No. 215.
Hongkong, 25th October, 1910.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	To Sail
NEWHOWANG	"SHANGHAI"	27th Oct., Daylight.
SHANGHAI	"YUEHAN"	27th " 4 P.M.
SWATOW, TIENTSIN, CHEFOO & TIENTSIN	"YUENOW"	27th " 4 P.M.
HAIPHONG	"QUILLET"	28th " 10 A.M.
NEWHOWANG	"RUPEE"	28th " Noon.
SHANGHAI	"LIAN"	29th " Midnight.
MANILA	"TAMING"	31st Nov., 4 P.M.
LIAN PORTS	"TAIYUAN"	10th " 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports. DIRECT SAILING TO WEST RIVER, Twice Weekly.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms and Dining Saloons.

FAST SCHEDULE TWIN-SCREW STEAMERS (*Anhui*, *Chuen*, *Lian*, *Chien*), with excellent passenger accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloons, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers and passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Fares:—\$45 single, \$80 return.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
AGENTS.
Telephone No. 45.
Hongkong, 26th October, 1910.

HONGKONG—MANILA.
CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

For Freight or Passage, apply to
SHEWAN TOMES & CO.
AGENTS.
Telephone No. 14.
Hongkong, 26th October, 1910.

Shipping—Steamers.

OSAKA SHOSHEN KAISHA.

REGULAR SERVICE. PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with
THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,
AND
THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.
(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	G. Tonnage	Leaves
VICTORIA, B.C. & TACOMA	"CHICAGO MARU"	6,182	WEDNESDAY, 27th Nov., at Noon.
MOI, KOBE AND YOKOHAMA	"TACOMA MARU"	6,178	WEDNESDAY, 30th Nov., at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
SHANGHAI via SWATOW, AMOY and FOOSHOW	"BUJUN MARU"	THURSDAY, 27th Oct., at 10 A.M.
TAMSIU via SWATOW and AMOY	"DAIJIN MARU"	SUNDAY, 30th Oct., at 10 A.M.

QUICKEST THROUGH PASSAGE to NANKING, in connection with The Nishin Kisen Kaisha's steamers at Shanghai, for THE NANKING EXPOSITION.

HONGKONG-NANKING, RETURN.
1st Class. \$73.00
2nd Class. \$55.00
3rd Class. \$27.00

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cabins.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 26th October, 1910. S. HIROI, Manager.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES, 1910
MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID	TAKAGO MARU, Capt. K. Christensen, Tons 8000 KAMO MARU, Capt. P. L. Sommer, Tons 9000 AKI MARU, Capt. K. Homma, Tons 7000	WEDNESDAY, 9th Nov., at Daylight. WEDNESDAY, 3rd Dec., at Daylight. WEDNESDAY, 7th Nov., at Daylight.
VICTORIA, B.C. & SEATTLE	SADO MARU, Capt. S. Hiedt, Tons 7000	SATURDAY, 5th Nov. From KOBE.
VICTORIA, B.C. & SEATTLE, via SHANGHAI, MOI, KOBE, YOKOHAMA	TAMBA MARU, Capt. K. Sato, Tons 7000 AWA MARU, Capt. S. Ishitawa, Tons 7000	TUESDAY, 8th Nov., at Noon. TUESDAY, 6th Dec., at Noon.
SYDNEY AND MELBOURNE VIA MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	NIKKO MARU, Capt. M. Yagi, Tons 6000 KUMANO MARU, Capt. M. Winkler, Tons 6000	FRIDAY, 28th Oct., at Noon. FRIDAY, 25th Nov., at Noon.
BOMBAY via SINGAPORE & COLOMBO	BOMBAY MARU, Capt. N. Teranaka, Tons 5000	TUESDAY, 1st November, P.M.
SHANGHAI, MOI & KOBE	TOSA MARU, Capt. Y. Nomura, Tons 6000	WEDNESDAY, 9th November, P.M.
NAGASAKI, KOBE and YOKOHAMA	YAWATA MARU, Capt. T. Sekio, Tons 5000	TUESDAY, 23rd Nov., at Noon.
KOBE and YOKOHAMA	AKI MARU, Capt. K. Homma, Tons 7000	THURSDAY, 3rd Oct., at 5 P.M.
YOKOHAMA	KAWAUCHI MARU, Capt. H. Peterson, Tons 7000	SUNDAY, 3rd October.

Fitted with new system of wireless telegraphy. * Cargo only. * Carries deck passengers.

PASSENGER SEASON 1911.

SAILINGS AND PASSAGE RATES FROM HONGKONG.

Steamers.	Tons	Leave Hongkong	RATES OF PASSAGE.
MIYAKI MARU	9,000	15th Feb.	To Marseilles and London via Suez Canal.
KITANO	9,000	1st March	To London, per New Steamer
IYO	7,000	15th "	1st class Single, Y550
RYUO	9,000	29th "	2nd class Single, 325
YAMATO	9,000	12th April	3rd class Single, 150
KAMO	9,000	26th "	Old Str. 1st class Single, 500
AKI	7,000	10th May	2nd class Single, 350
MIYAMA	9,000	24th "	3rd class Single, 150

To Victoria, B.C. and Seattle, Wash. U.S.A.

Steamers.	Tons	Leave Hongkong	RATES OF PASSAGE.
AWA MARU	7,000	28th Feb.	To Pacific Coast Common Ports
IMARI	9,000	12th March	1st class Single, 450
KANDA	7,000	26th April	2nd class Single, 350
AWA	7,000	30th May	To London via New York, via St. Lawrence

With option of rail between calling ports in Japan.
Connecting with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.
For further information as to Freight, Passage, Sailings, etc., apply to
T. KUDOMOTO,
Manager.

Shipping—Steamers.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, ORYON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BAYAN, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship
"DEVANHA."

Captain H. Powell, carrying His Majesty's Mails, will be despatched from this for BOMBAY, etc., on SATURDAY, the 29th October, 1910, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Malwa*, 10,385 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, all Cargo for France and for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, etc., will be conveyed via Bombay by the R.M.S. *Malwa*, due in London on 26th December, 1910.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 17th October, 1910.

FOR SHANGHAI.

THE P. & O. S. N. Co.'s Steamer
"ARADIA."

Captain S. Barchin, will leave for SHANGHAI on FRIDAY, the 28th inst., at Daylight.

For Freight or Passage, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 24th October, 1910.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL
(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG
FOR NEW YORK ONLY:
S.S. "LOTHIAN" will sail hence on or about 29th Oct.

For Freight and further information, apply to
DODWELL & Co., LIMITED,
Agents.
Hongkong, 13th October, 1910.

FOR SINGAPORE AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship
"LIGHTNING."

Captain E. P. Smith, will be despatched for the above ports on TUESDAY, the 1st Nov., at 5 P.M.

For Freight or Passage, apply to
DAVID SASSON & Co., LIMITED,
Agents.
Hongkong, 26th October, 1910.

"INVER" LINE OF STEAMSHIPS, LIMITED.
(With Liberty to Call at the MALABAR COAST.)

THE Steamship
"INVERESK."

Captain A. B. Smith, will be despatched as above on or about 28th November.

For Freight or Passage, apply to
JARDINE, MATHESON & Co., LTD.,
Agents.
Hongkong, 24th October, 1910.

THE BANK LINE, LIMITED.
Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, Central and South America.

PROPOSED SAILINGS FROM HONGKONG
FOR
VICTORIA, VANCOUVER AND SEATTLE
via
SHANGHAI, MOI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Departure
<i>Agave</i>	4,150	J. Boyd	25th Nov.
<i>Reliance</i>	2,880	H. E. Dowell	14th Dec.
<i>Scout</i>	2,350	F. S. Cowley	14th Jan.
<i>Amorita</i>	2,350	G. B. McGill	10th Feb.

Calling at Amoy and Keelung (if sufficient) inductment office.

These steamers are specially fitted for the carriage of Asiatic Steamer passengers.

PASSENGER RATES TO THE UNITED STATES AND CANADA.
For further information apply to
DODWELL & Co., LIMITED,
General Agents.
October 26th, 1910.

Consignees.

S.S. "TOKIN."
COMPAGNIE DES MESSAGERIES
MARITIMES.
NOTICE.

CONSIGNEES of Cargo from London, ex s.s. *Dordogne*, from Havre, ex s.s. *Normand* and from Bordeaux ex s.s. *V. de Rochefort*, in connection with above Steamer are hereby informed that their Goods, with the exception of Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after 31st day of October, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 1st November, or they will not be recognized.

All damaged packages will be examined on the 31st October, at 3 P.M.

No Fire Insurance has been effected.

P. THOMAS,
Agent.
Hongkong, 21st October, 1910.

NORDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.
NOTICE TO CONSIGNEES.

THE Steamship
"PRINCESS ALICE"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th of October, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 26th of October, at 9.30 A.M.

All Claims must reach us before the 30th of October, 1910, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

THIS STEAMER BRINGS CARGO
Ex s.s. *Therapia* from Smyrna.
NORDEUTSCHER LLOYD,
MELCHERS & Co.,
General Agents.
Hongkong, 19th October, 1910.

AMERICAN AND MANCHURIAN LINE.
NOTICE TO CONSIGNEES.
FROM NEW YORK.

THE Steamship
"KANFAS"

Captain Lickliter, having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, 31st inst., at 3 P.M.

All Claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 31st inst., will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 31st inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 31st inst., at 3 P.M.

No Fire Insurance will be effected by us in any case whatever.

THIS STEAMER BRINGS CARGO
Ex s.s. *Portina* from Seattle.
Synch from
Germany from Gothenburg.
Thurs. of *Marie* from Bordeaux.
HAMBURG-AMERICA LINE.
Hongkong Office.
Hongkong, 25th October, 1910.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship
"YOOKSANG"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignees' risk and expense.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT		LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATIONS BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT.			
BANKS.								
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	\$1,500,000 \$15,000,000	\$3,039,300	£2 for first half year ending 30.6.10 @ 5% 1/2% = \$12.45	5 %	{5000 sellers \$1000/
National Bank of China, Limited.....	90,000	£7	£6	\$1,000,000 \$10,000,000	\$30,558	\$2 (London 1/6) for 1909 .....	...	38 1/2 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,500,000 \$15,000,000	none	1/2% for 1909	8 1/2 %	\$175 ex div.
North China Insurance Company, Limited	10,000	£15	£5	Tls. 221,000 Tls. 221,000	Tls. 205,719	Final div. of 7 1/2 % for '09 making 15 % in all... ..	5 %	Tls. 115
Union Insurance Society of Canton	12,400	\$250	\$100	\$1,500,000 \$15,000,000	\$37,984	Final of \$20 per share, making in all \$50 per share for 1908 and an interim dividend of \$30 per share for 1909 .....	...	{840
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$1,000,000 \$10,000,000	\$7,767	\$12 for year ending 31.12.08 and interim of \$5 on account of 1909	7 1/2 %	\$195
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$30	\$1,000,000 \$10,000,000	\$438,406	\$6 and bonus \$2 for 1908	7 %	\$115
Hongkong Fire Insurance Co., Ltd.	8,000	\$250	\$50	\$1,500,000 \$15,000,000	\$425,218	\$27 for 1908	8 %	{\$350 sales
SHIPPING.								
China and Manila Steamship Company, Limited...	30,000	\$25	\$25	\$17,743 \$17,743	Dr. \$5,777	\$2 1/2 for 1908 .....	...	\$10 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$100,000 \$100,000	nil	2 1/2 for year ending 30.6.1908 .....	...	\$2 1/2 sellers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$12,000 \$12,000	\$88,766	Dividend of \$1 1/2 for 30.6.10	2 1/2 %	\$3 1/2 buyers
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	\$11,100 \$11,100	£7,537.2	{6/- for 1907 on Preference shares only @ ex 1/6 11/16 = \$17.15 .....	...	\$58
Do. Do. (Deferred)	60,000	£5	£5	\$11,100 \$11,100	£7,537.2	Final div. of 2 1/2 per cent. (coup. 14) making in all 4 1/2 per cent. for '09 & an int. div. of 1 1/2 per cent. on acc. for '10	5 %	8 1/2 sellers
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	\$1,000,000 \$10,000,000	£102,994	A dividend of 7 1/2 % for yr. ending 30.4. 1910	5 1/2 %	\$25
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$1,000,000 \$10,000,000	\$1,159	A bonus of 5 %	6 %	\$10
REFINERIES.								
China Sugar Refining Co., Ltd.	20,000	\$100	\$100	\$1,000,000 \$10,000,000	Dr. \$8,090	\$5 for half year ending 30.6.1910	6 %	\$145 sellers
Luzon Sugar Refining Co., Ltd.	7,000	\$100	\$100	none	Dr. \$115,891	\$5 for 1897 .....	...	\$15 buyers
MINING.								
Chinese Engineering and Mining Co., Ltd.	1,000,000	£1	£1	\$1,000,000 \$10,000,000	£1,435	Interim of 1/6 for 1910 (coupon No. 14)	9 %	Tls. 19
Headwaters Mining Company	60,000	Pa. 10	Pa. 10	none	none	First year .....	...	Pa. 10
Ranch Australian Gold Mining Company, Limited {	150,000	£1	18/10	\$1,000,000 \$10,000,000	none	\$2 per share 1910 dividend	5 %	\$7 sellers
Oriental Consolidated Mining Co., Ltd.	50,000	G \$10	G \$10	none	none	Final of Gold \$0.65 for 1909 in all G \$1.15 .....	...	30/-
Docks, Wharves & Godown	18,000	\$25	\$25	\$1,175 \$1,175	Dr. \$84,600	\$1.75 for year ending 31.12.06 .....	...	\$9 sellers
Feewick (Geo.) & Co., Limited	10,000	\$10	\$5	\$1,000,000 \$10,000,000	\$1,159	...	...	...
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$50	\$50	\$1,000,000 \$10,000,000	\$26,847	\$2 1/2 for 1909	4 1/2 %	\$54 buyers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$1,000,000 \$10,000,000	\$12,745	3 1/2 for half year ended 30.6.1909 .....	...	\$49 buyers
Shanghai Dock and Engineering Co., Ltd.	Tls. 55,700	Tls. 100	Tls. 100	Tls. 1,000,000 Tls. 1,000,000	Tls. 6,261	{Final of Tls. 3 1/2 making Tls. 6 in all for year 30.4.1910	8 %	Tls. 72
Shanghai and Hongkew Wharf Company, Limited...	16,000	Tls. 100	Tls. 100	Tls. 1,000,000 Tls. 1,000,000	Tls. 9,222	Interim of Tls. 3 for 1910	7 %	Tls. 100
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 1,000,000 Tls. 1,000,000	Tls. 4,314	Tls. 6 for year ending 29.12.10	3 1/2 %	Tls. 97 sales
Central Stores, Limited	50,123	\$15	\$15	\$1,000,000 \$10,000,000	\$24,041	8 1/2 for 1901	6 1/2 %	\$128 sellers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$1,000,000 \$10,000,000	\$1,277	{ \$3 on old shares \$1.50 on new shares for half year ending 30.6.10	6 %	{198 sellers \$12 sales
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$1,000,000 \$10,000,000	\$1,277	Interim of \$3 1/2 for 1910	7 %	\$100 sellers
Humphreys Estate & Finance Company, Limited ...	150,000	\$10	\$10	\$1,000,000 \$10,000,000	\$1,277	45 cents for 1909	6 %	\$7 1/2 sellers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	\$1,000,000 \$10,000,000	\$260	\$2 1/2 for 1909	8 %	\$13 buyers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 1,000,000 Tls. 1,000,000	Tls. 6,260	Interim of Tls. 3 for 1910	6 1/2 %	Tls. 221 sales
West Point Building Company, Limited	12,500	\$50	\$50	\$1,000,000 \$10,000,000	\$1,058	Interim of \$1.80 for 1910	8 1/2 %	\$30
COTTON MILLS.								
Kwo Cotton Spinning and Weaving Company, Ltd.	20,000	Tls. 50	Tls. 50	Tls. 1,000,000 Tls. 1,000,000	Tls. 10,991	Tls. 11 for year ending 31.10.09	8 1/2 %	Tls. 100 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	\$1,000,000 \$10,000,000	\$9,551	50 cents for year ending 31.7.08 .....	...	\$3 1/2 buyers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 1,000,000 Tls. 1,000,000	Tls. 8,872	Tls. 7 1/2 for year ending 30.9.09	10 %	Tls. 51 sales
Lao-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 1,000,000 Tls. 1,000,000	Tls. 4,829	Tls. 6 for 1909	10 %	Tls. 50 sales
Sey Chee Cotton Spinning Company, Limited	3,000	Tls. 100	Tls. 100	Tls. 1,000,000 Tls. 1,000,000	Tls. 2,173	Tls. 3 for 1909	17 %	Tls. 220 buyers
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	£12/6	£12/6	\$1,000,000 \$10,000,000	£648	15 % per share for 1909 .....	...	28 sellers
China-Borneo Company, Limited	60,000	\$12	\$12	\$1,000,000 \$10,000,000	nil	60 cents for 1909	6 1/2 %	\$9
China Light and Power Company, Limited	50,000	\$5	\$5	\$1,000,000 \$10,000,000	\$50,242	60 cents for year ended 28.2.06 .....	...	\$1.20 sellers
Do. Do. (social shares)	50,000	\$1	\$1	\$1,000,000 \$10,000,000	\$2,602	80 cents for 1909	10 %	\$8 sales
China Provision Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	\$1,000,000 \$10,000,000	\$1,293	\$1.20 for year ending 31.7.09	7 %	\$1.75
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	\$1,000,000 \$10,000,000	\$1,890	Interim of 15 cents per share for 1910	10 1/2 %	\$4 sales
Green Island Cement Company, Limited	400,000	\$10	\$10	\$1,000,000 \$10,000,000	\$670	14 per cent. viz. \$1.40 for 1909	12 %	\$12 sellers
H. Price & Company, Limited	12,000	\$10	\$10	\$1,000,000 \$10,000,000	\$11,798	{ A dividend of \$1.20 per share and a bonus of 10 cents per sh. for year end. 28.12.10	6 %	{20
Hongkong Electric Company, Limited	60,000	\$10	\$10	\$1,000,000 \$10,000,000	\$7,616	Interim of \$1 per share for 1910	6 1/2 %	\$155 sellers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$1,000,000 \$10,000,000	\$9,176	Interim of \$1 per share for 1910	9 1/2 %	\$10 sellers
Hongkong Rive Manufacturing Company, Ltd.	60,000	\$10	\$10	\$1,000,000 \$10,000,000	Tls. 1,000	Interim of Tls. 15 making in all Tls. 9 1/2 for 1910	5 1/2 %	Tls. 1,000
Maatschappij tot Mijn. Bosch en Landbouw planten in Langkat, Limited	25,000	Gs. 100	Gs. 100	\$1,000,000 \$10,000,000	Tls. 1,000	80 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30.4.10	5 1/2 %	{ \$15 sellers \$15 sales
Peak Tramways Company, Limited	25,000	\$10	\$10	\$1,000,000 \$10,000,000	\$1,014	None .....	...	...
Peak Tramways Company (new)	50,000	\$10	\$10	\$1,000,000 \$10,000,000	Pa. 18,610	None .....	...	...
Philippine Company, Limited	75,000	\$10	\$10	\$1,000,000 \$10,000,000	Tls. 2,121	No dividend this year .....	...	Tls. 12 1/2
Shanghai-Sumai Tobacco Company, Limited	20,000	Tls. 20	Tls. 20	Tls. 1,000,000 Tls. 1,000,000	Tls. 5,250	First year .....	...	\$50 sellers
Societe des Pulpes et Papeteries du Tonkin	50,000	Halibong	25	none	none	None .....	...	\$200 Hongkong currency
South China Morning Post, Limited	6,000	\$25	\$25	none	Dr. \$31,096	None .....	...	\$14 sales
Steam Laundry Company, Limited	20,000	\$15	\$15	none	\$27,86	10 % for year ending 31st May 1910	8 %	\$11 sellers
Union Waterboat Company, Limited	50,000	\$10	\$10	\$1,000,000 \$10,000,000	none	50 cents for year ending 31.12.08	8 %	\$11 sellers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$5	\$1,000,000 \$10,000,000	\$14	15 % per ordinary sh. for year ended 31.12.10	5 %	\$11 sellers
Watkins Limited	10,000	\$10	\$10	\$1,000,000 \$10,000,000	\$1,441	35 cents for 1909 .....	...	\$11 sales
Watson (A.S.) & Co., Limited	10,000	\$10	\$10	\$1,000,000 \$10,000,000	\$2,613	3 % for 1909 .....	...	\$11 buyers
William Powell, Limited	15,000	\$7	\$7	none	\$78	None

Hotel.

SKATING I SKATING II SKATING III

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SHAUKIWA ROAD.

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W. GALLAGHER,
Manager.

Hongkong, 17th October, 1910.

Intimations



SIEMSEN & CO., Sole Agents.

49

PEAK TRAMWAYS COMPANY LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m.	7.30 a.m. to 10.00 a.m. ... Every 10 minutes
10.00 a.m.	10.00 a.m. to 11.00 a.m. ... Every 15 minutes
11.00 a.m.	11.00 a.m. to 12.45 p.m. ... Every 15 minutes
12.45 p.m.	12.45 p.m. to 1.15 p.m. ... Every 10 minutes
1.15 p.m.	1.15 p.m. to 1.45 p.m. ... Every 15 minutes
1.45 p.m.	1.45 p.m. to 2.15 p.m. ... Every 15 minutes
2.15 p.m.	2.15 p.m. to 2.45 p.m. ... Every 15 minutes
2.45 p.m.	2.45 p.m. to 5.00 p.m. ... Every 15 minutes
5.00 p.m.	5.00 p.m. to 5.30 p.m. ... Every 15 minutes

NIGHT GARS at Week Days.

SATURDAY.

Extra cars at 7.15 p.m., 11.30 p.m. and 11.45 p.m.

SPECIAL GARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Voeux Road Central.

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Large Bottles \$0.50

Doxen 3/15

Case 50 Bottles 11.50

"60" 15.50

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"FRENCH STORE"

Hongkong, 18th July, 1910.

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GABINET-MAKERS AND ART DECORATORS, 40, Queen's Road Central, has re-opened their FURNITURE STORE

No. 39, DES VOEUX ROAD CENTRAL.

The only Shop in Hongkong with this name

WHERE HIGH-CLASS FURNITURE

of every description can be made to order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., and other leading Establishments in the Colony, to whom reference can be made as to the Superior Workmanship and Materials of the Furniture, etc., supplied.

Messrs. A. S. Watson & Co., Ltd. write as follows:

"We have pleasure in stating that Mr. LI KWONG LOONG furnished for Messrs. Watson & Co. a very fine and useful set of furniture."

(Sd.) A. S. Watson & Co.

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AN INSPECTION INVITED.

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1910

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